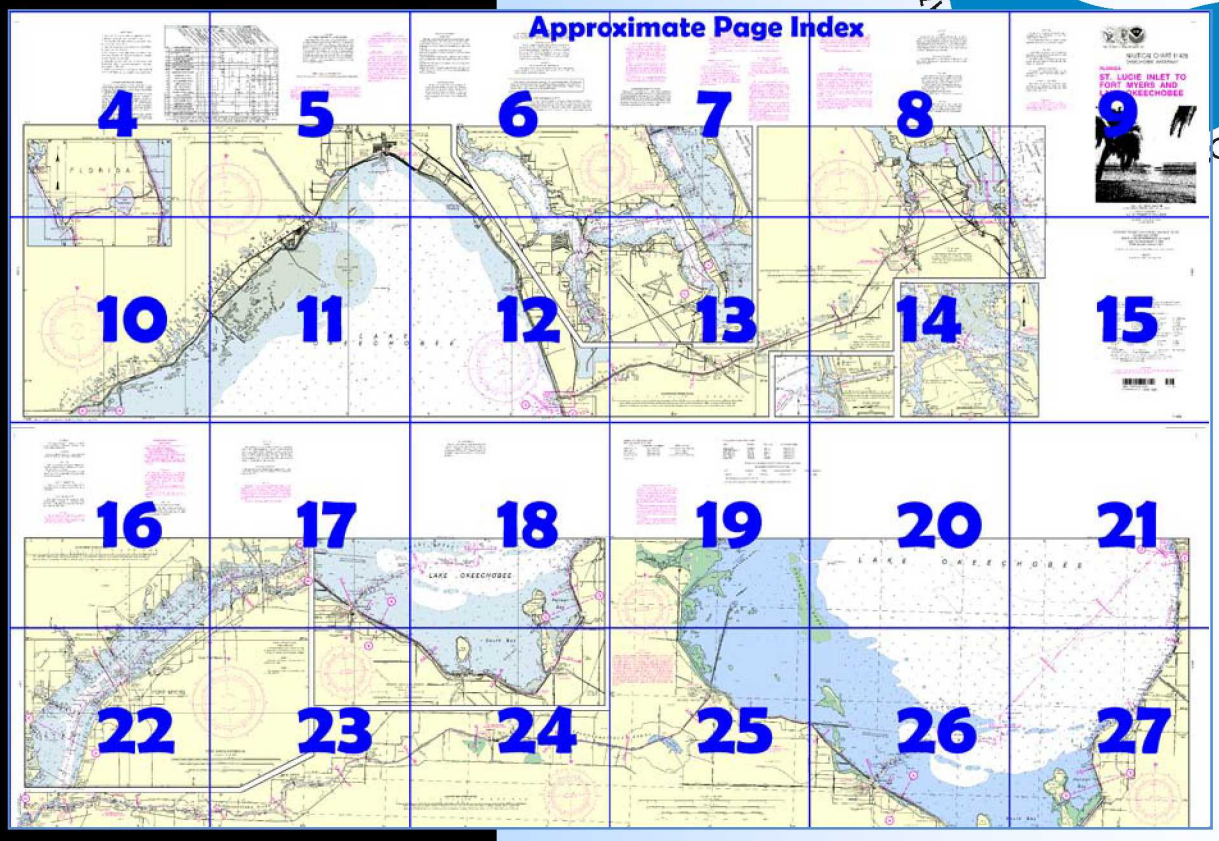
BookletChart™

St Lucie Inlet to Fort Myers And Lake Okeechobee

(NOAA Chart 11428)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

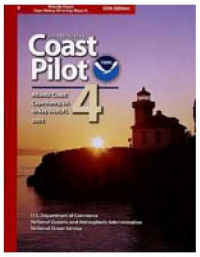
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 12 excerpts]

(379) The total length of the Okeechobee Waterway is 155 miles.

(381) The Federal project for the Okeechobee Waterway provides a channel with a depth of 8 feet from the Intracoastal Waterway near Stuart via Okeechobee Lake Route 1 to Fort Myers; thence 10 feet to Punta Rassa; thence 12 feet to the Gulf of Mexico; a channel 6 feet deep in Taylor Creek from the town of Okeechobee to the lake, and a depth of 6 feet for Route 2 along the south shore of Lake Okeechobee from Port Mayaca westward to Clewiston. Controlling depths are published in local Notice to Mariners.

(385) This route across the peninsula encounters a variety of climatic conditions. In general, temperatures over the inland portions are slightly cooler in winter, particularly the lows, and warmer in summer. The west coast also exhibits some of these continental tendencies, due mainly to the prevalence of easterly winds. For example, temperatures climb to 90°F (32.2°C) or above, on 106 days annually at Fort Myers, compared to 131 days at La Belle and 92 days near Stuart. Freezing temperatures are infrequent on the coast and occur on an average of 1 to 2 days inland. Summertime temperatures are tempered by the sea breeze along the east coast and by frequent afternoon showers and thunderstorms everywhere. Thunderstorms develop on about 80 to 100 days annually, and are most likely from June through September. Thunderstorms can bring heavy rain, strong gusty winds and hail. In severe cases tornadoes or waterspouts may develop. While dangerous, these are usually smaller and less damaging than the tornadoes of the mid-West.

(386) The minimum clearance under bridges across the Okeechobee Waterway is 49 feet at the lift bridge at **Mile 38.0**.

(390) Three of the five locks in the waterway have a length of 250 feet, width of 50 feet, and depth over the sill of 10 feet. The Port Mayaca Lock, **Mile 40.0,** has a length of 400 feet, width of 56 feet, and a depth of 16 feet. The W. P. Franklin Lock at Olga, **Mile 121.4,** has a length of 400 feet, width of 56 feet, and depth over the sills of 14 feet.

(393) Public address systems are installed at all the locks as an aid to navigation and a safety feature. Craft approaching any of the locks should approach for passage only upon receiving instructions from the lock tender through the loudspeaker system or by standard light signal. The locks monitor VHF-FM channel 16.

(397) **Palm City, Mile 9.5.** Several small-craft facilities are on the east bank of the river, south of the highway bridge. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, wet and dry storage, launching ramps are available.

(398) At **Mile 10.1.** South Fork is deep and winding, affording good protection for small boats during hurricane weather. 2 miles up this fork is a highway bridge with a clearance of 4 feet.

(400) St. Lucie Canal, at **Mile 14.4**, a boatyard is available for gasoline, diesel fuel, hull, engine and electronic repairs.

(407) At **Mile 29.5**, there is a marina on the north side of the canal where berths with electricity, gasoline, diesel fuel, water, ice, pump-out station, dry storage, and marine supplies are available. There is a launching ramp. The depth in the entrance and in the basin was 8 feet.

(412) **Lake Okeechobee** is shoal along its west and southwest sides with depths of 10 to 14 feet in the center. The shoal areas are generally filled with a thick growth of watergrass.

(413) **Taylor Creek**. A lock at the mouth has 5.5 feet over the sill. The approach channel is marked by a light and daybeacons; the remainder of the channel to **Okeechobee** is unmarked. There are two fishing camps in the creek above the mouth where gasoline, water, ice, launching ramps, and marine supplies are available.

(415) A marina 1.4 miles southwest of Taylor Creek has gasoline, water, dry storage, a launching ramp and engine repairs available.

(416) **Kissimmee River**, the centerline depth was 4 feet in the entrance channel, then 8 feet for another 5 miles. There are two fish camps and a marina at a recreation area on the north bank of the river above the bridge. Berths, electricity, gasoline, water, ice, and a launching ramp are available.

(418) **Pelican Bay.** Where depths are sufficient in the watergrass off the west and southwest sides of the lake, anchorage in moderate weather can be made, as the holding bottom is good and protection is afforded by the watergrass.

(420) **Clewiston**. There are hotels, motels, restaurants, and shopping in the city. Berths, electricity, gasoline, diesel fuel, water, ice, a launching ramp, wet and dry storage, pump-out station, marine supplies and provisions can be obtained along the west side of the canal. Dock space is available along the bulkhead of the Clewiston Industrial Canal, 3 feet was reported alongside.

(422) **Route 2** leaves St. Lucie Canal at **Mile 38.9** and is the route most used. It is recommended during periods of rough water and high winds in Lake Okeechobee.

(424) **Pahokee,** with a protected boat basin that had an alongside depth of 7 feet. Berths, gasoline, diesel fuel, pump-out station, electricity, water, ice, and a launching ramp are available.

Table of Selected Chart Notes

NOTE C

The daybeacons are private and positions are approximate.

NOTE

A fishing pier extends channelward from the southern end of the bridge.

HEIGHTS

Heights in feet above Mean High Water.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

NOTE B

Numerous submerged piles have been reported in this area.

NOTE E

The daybeacons are private and positions are approximate.

INTRACOASTAL WATERWAY
Project Depths

12 feet Norfolk, VA to Fort Pierce FL;
10 feet Fort Pierce, FL to Miami, FL;
7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

PLANE COORDINATE GRID
(based on NAD 1927)

The Florida State Grid, west zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits of the grid values have been omitted.

TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via the Internet at http://tidesandcurrents.noaa.gov. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

INSET 2

PLANE COORDINATE GRID
(based on NAD 1927)

Florida State Grid, East Zone, is indicated by dashed ticks at 5,000 foot intervals. The last three digits of the grid values have been omitted.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

(707)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the St. Lucie Power Squadron, District 8, and the Fort Myers Power Squadron, District 22, United States Power Squadrons for continually providing essential information for revising this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

8; Corrected through NM Aug. 23/08, LNM Aug. 19/

Corrected through NM Aug. 23/08, LNM Aug. 19/08

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 4 & 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

Overhead Clearances

Overhead clearances, Okeechobee Waterway-St. Lucie Lock to Port Mayaca Lock, are referred to St. Lucie Canal stage of 14.5 feet.

Overhead Clearances

Overhead clearances, Okeechobee Waterway-St. Lucie Lock to Port Mayaca Lock, are referred to St. Lucie Canal stage of 14.5 feet.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1222" northward and 0.809" eastward to agree with this chart.

NOTE D

Depths

Depths charted in the Atlantic Ocean, St. Lucie River and in the Caloosahatchee River are referred to Mean Lower Low Water (MLLW). Depths in the St. Lucie Canal and Lake Okeechobee are referred to a low water elevation which is 12½ feet above mean sea level. Depths in the Caloosahatchee Canal are referred to a low water elevation which is 10 feet above mean sea level.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 4 & 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

Aug./08; Corrected through NM Aug. 23/08, LNM Aug. 19/08

Additional information can be obtained at nauticalcharts.noaa.gov.

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

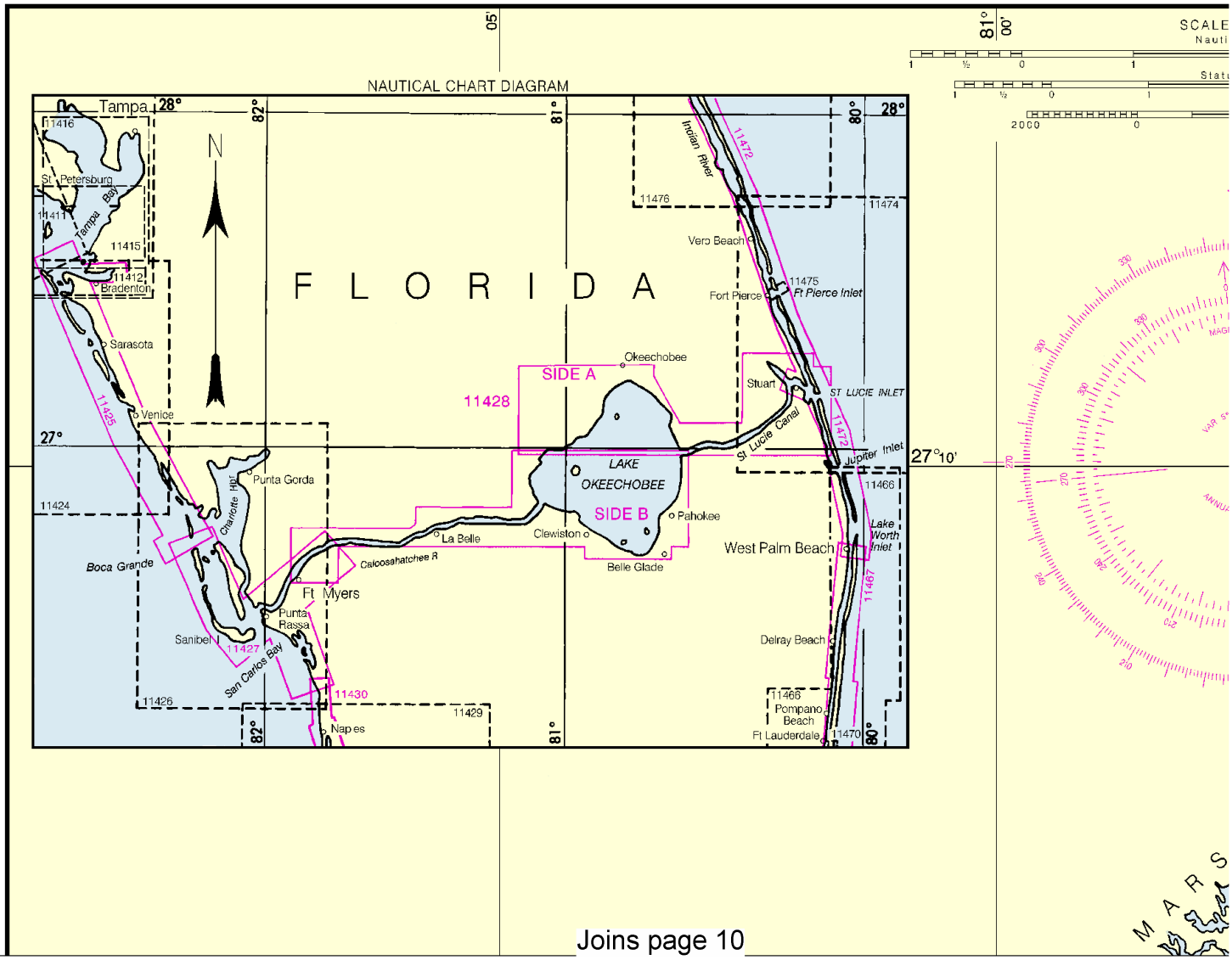
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

		DEPTHS			SERVICES		
NO	SMALL CRAFT FACILITY	CHART SIDE	APPROACH-FEET (REPORTED)	ALONGSIDE-FEET (REPORTED)	BERTHS,MOORINGS (TRANSIENTS)	RAMP REPAIRS SURFACED-NATURAL ELECTRICITY	MARINE RAILWAY-FEET HULL-MOTOR-RADIO LIFT CAPACITY-TONS BOAT RENTA CANV
3	SUNDANCE MARINE	A	5	8	B E		
5A	HUTCHINSON ISLAND MARRIOTT	A	7	7	B E	S	HMF
9	MANATEE MARINA	A	6	6	B E		HMF
18	PELICANS NEST MARINA	A	5½	6	B E		HMF
22	ST LUCIE MARINE	A	6	4	B E		HMF
22E	HARBORAGE YACHT CLUB	A	6	6	B E		F
27A	MONTEREY INN AND MARINA	A	5	5	B E		
28B	LOST RIVER MARINE	A	6	7	B		HMF
28C	AMERICAN CUSTOM YACHTS	A	14	10	B E		HMF
29	INDIANTOWN MARINA	A	8	8	B E		H F
35	TAYLOR CREEK LODGE	A	8	8	B E	S	
38	BUCKHEAD RIDGE MARINA	A	8	8	B	S	
39	NORTHLAKE MARINE	A	9	5	B	S	M
46	BELLE GLADE MARINA	B	6	6	B E	S	
48	JOLLY ROGER MARINA	B	6	6	B E	S	M
49	ROLAND MARTIN'S MARINA	B	8	8	B E		M
50	ANGLER'S MARINA	B	5	3	B E	S	M
58A	RIALTO HARBOR MARINA	B	18	8	B E		HM
59	JACK'S MARINE SOUTH	B	20	6	B		HM
61	SWEETWATER LANDING	B	5	5	B E	S	
63	LEEWARD YACHT CLUB	B	6	6	B E		
64	PROSPERITY POINTE MARINA	B	5	5	B E		
67	CITY OF FORT MYERS YACHT BASIN	B	8	6	BME	S	MF
70	EVERGLADES ADVENTURES	B	12	9	B E	S	

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SH
THE TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FF
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES

KAPP 300



SIDE A

Joins page 10

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

SUPPLIES: DIESEL, OIL, GASOLINE	BAIT-TACKLE	GROCERIES-HARDWARE	WATER-ICE	NAUTICAL CHART SALES	WINTER STORAGE WET-DRY	TOILETS-SHOWERS-LAUNDRY	PUMP-OUT STATION	FOOD-LODGING-CAMPING	CHARTER-HOUSE-SAIL	CANOE-ROW-MOTOR-KAYAK	
			M	C	S	FL	TSLP			WI	G	DG
MR			CRM	C	S	FL	TSLP			WI	GH	DG
MR		7				F	T P	WD	C	WI		DG
MR		10				FL	TSLP	WD		WI	H	BT DG
MR		30	M	C		F	T P	WD		WI	GH	DG
R				C		F	TS P	W	C	WI	H	BT DG
						FL	P	W		WI	GH	DG
MR							TSLP					D
MR		150					T P			W		DG
R		50				FLC	TSLP	WD	C	WI	GH	DG
			M			LC	TS P	W		WI	G	BT G
		2	M			FLC	TSLP	WD	C	WI		G
M						F	T P	D	C	WI	GH	BT DG
						F C	TSLP			W		BT G
M			RM			F	T P			WI	H	BT G
M			C MK	C		FLC	TSLP		C	WI	GH	BT DG
M			M			FL	T P	D	C	WI	GH	BT G
IM						FL	TSLP	D		W		DG
IM		10					TSLP		C	WI		B G
		20					TS P	WD		WI		G
			C MK				TSLP	D		WI	GH	DG
			M				TSLP			WI		BT DG
MR						FL	TSLP	W	C	WI	GH	DG
			CRMK	C		FLC	TSLP	W		WI	GH	BT DG

SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.
FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
TIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilots 4 and 5 for important supplemental information.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

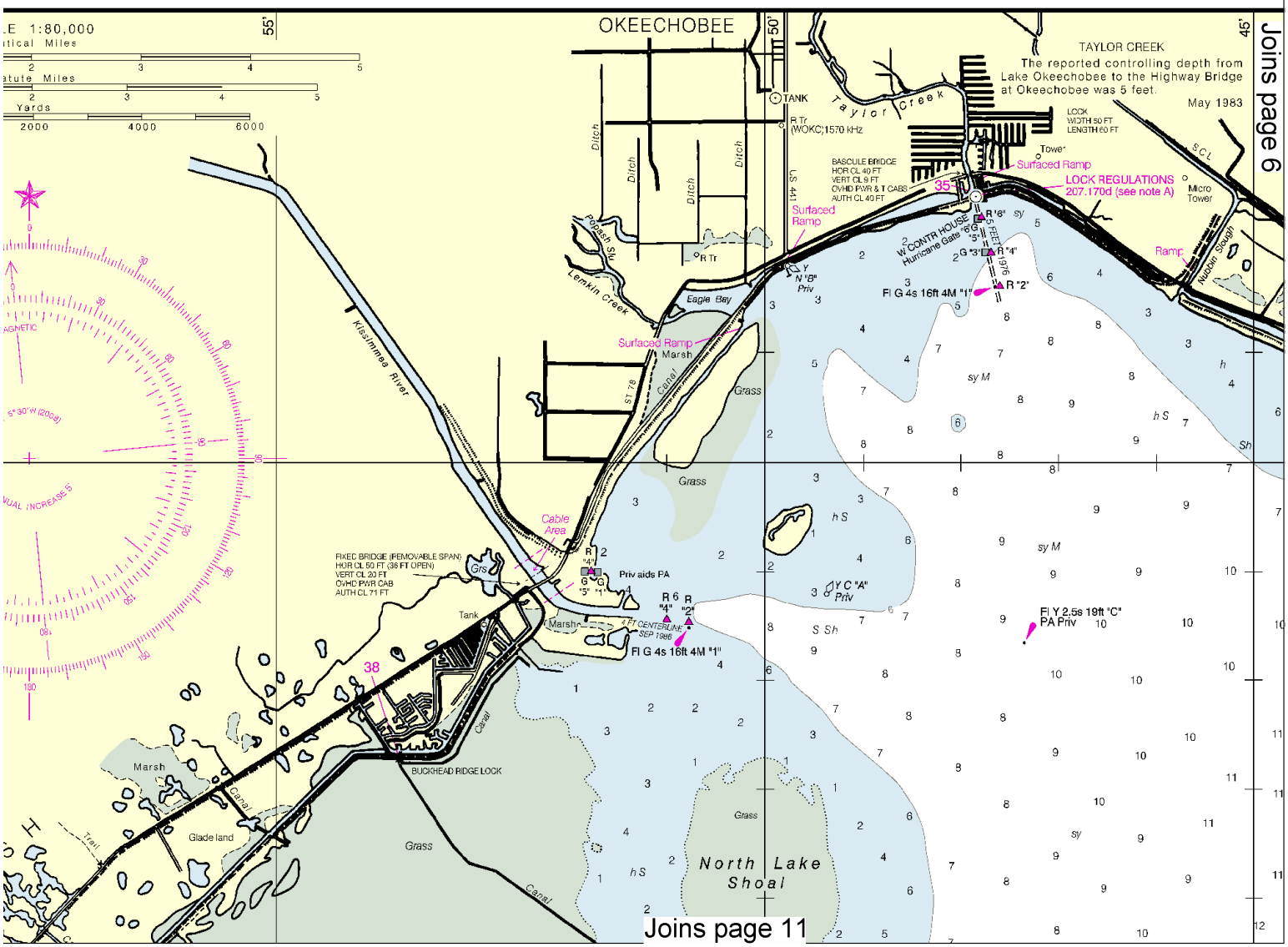
Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Motorless craft
Sailing vessels an
length shall not h
passage of a ves
channel.
A motorboat being
Motorboats appro
pass port to port.
When motorboats
obliquely, the boat
cases.
Motorboats must k
safe and practicab
Mariners are urged
of the Rules of the
"Navigation Rules

The Nati
exceptional
of the St. Lu
the Fort My
United Stat
providing e
chart.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

CABLES
submarine
cable areas

Area

pipelines and
the area of
es and sub-
buried, and
may have
use extreme
depths of
areas where
and when

ly lighted or

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the St. Lucie Power Squadron, District 8, and the Fort Myers Power Squadron, District 22, United States Power Squadrons for continually providing essential information for revising this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1222" northward and 0.809" eastward to agree with this chart.

CAUTION

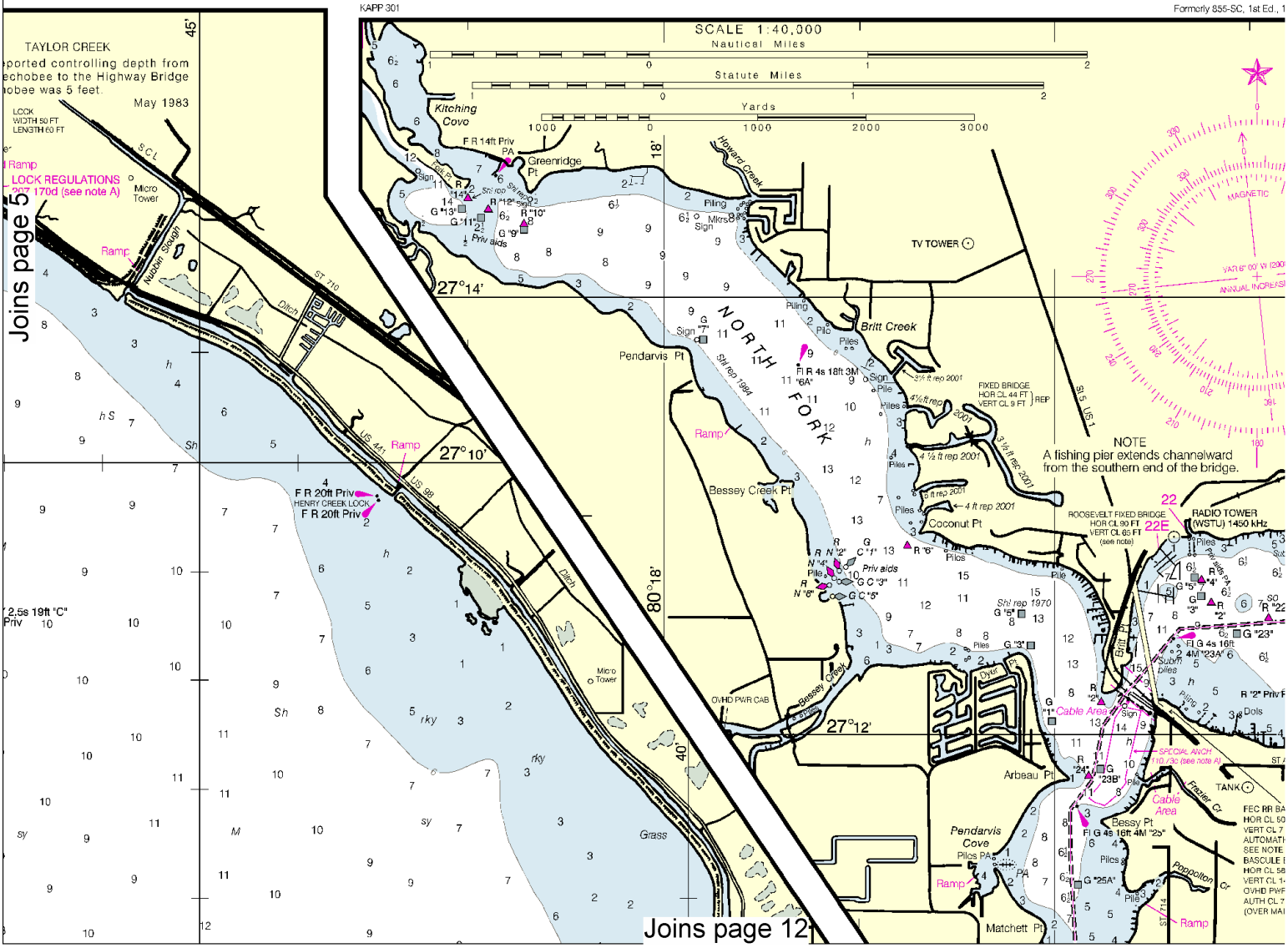
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Mary and 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA "or Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.



Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

OKEECHOBEE WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Okeechobee Waterway westward from St. Lucie Inlet to Fort Myers, FL, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Okeechobee Waterway.

FLORIDA EAST COAST R.R. BRIDGE

Bridge span is normally in open position, displaying flashing green signals for water traffic movement. As a train approaches, signals go to flashing red, siren gives four blasts, pauses, and repeats four blasts, etc. After eight (8) minutes delay, the bridge lowers and locks if scanning equipment reveals nothing under the bridge. When the train has cleared, the bridge span raises and signals go to flashing green for water traffic.

DISTANCES
INTRACOASTAL AND OKEECHOBEE WATERWAYS

The waterways are indicated by a magenta line. Mileage distances shown along the waterways are in Statute Miles and indicated thus: ——•——

Distances along Okeechobee Waterway are westward from junction with the Intracoastal Waterway in St. Lucie Inlet (Inset 3, Side A). Intracoastal Waterway distances are southward from Norfolk, Virginia.

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilots 4 and 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

OKEECHOBEE WATERWAY
Project Depths

8 feet St. Lucie River to Fort Myers via Route 1 and 6 feet via Route 2.

10 feet Fort Myers to Punta Rassa.

12 feet Punta Rassa to Gulf of Mexico.

Lockage service is provided continuously from 6:00 a.m. to 10:00 p.m., EST, daily.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

INTRACOASTAL WATERWAY
Project Depths

12 feet Norfolk, VA to Fort Pierce FL;

10 feet Fort Pierce, FL to Miami, FL;

7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

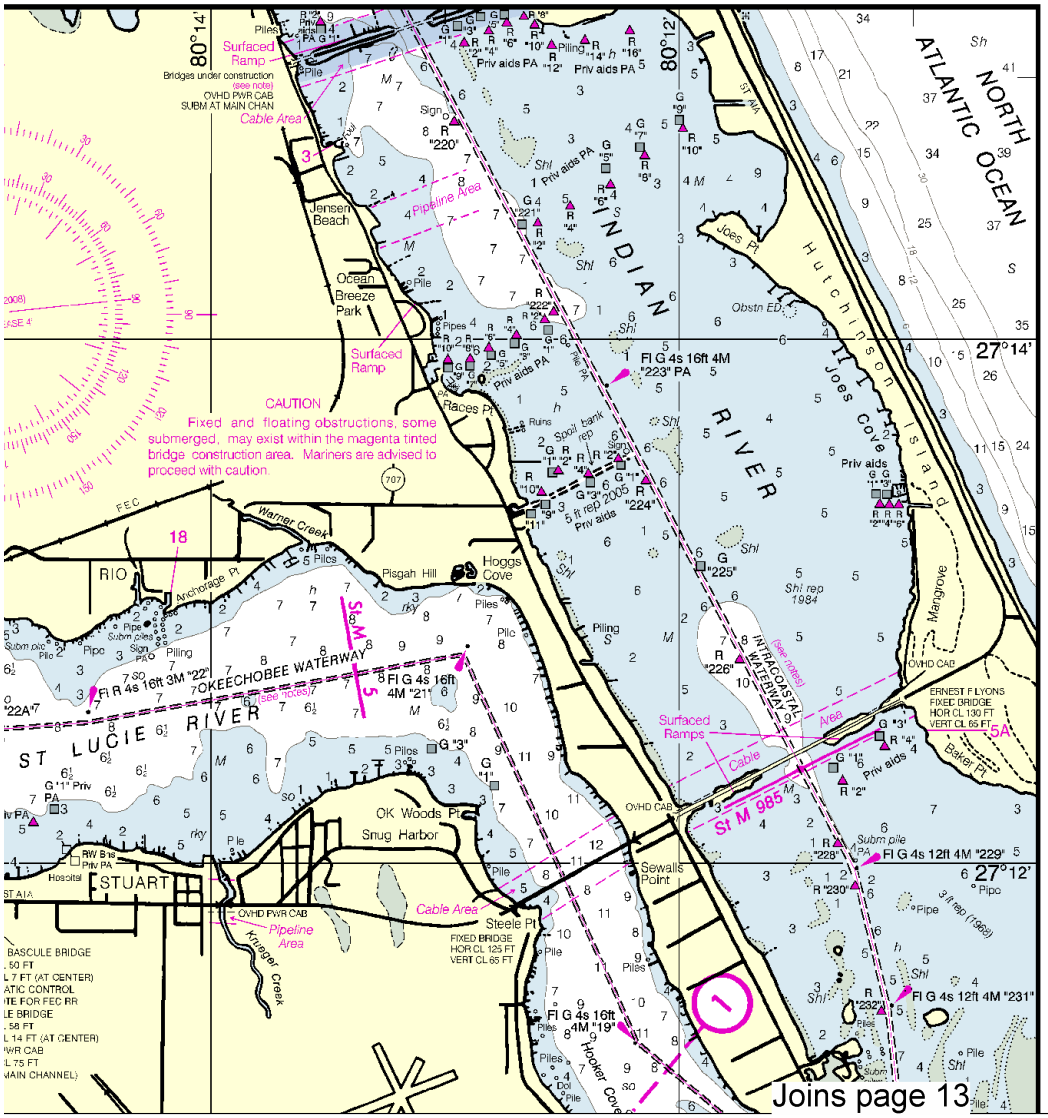
INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.



Joins page 8

Joins page 13

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010, NGA Weekly Notice to Mariners: 0910 2/27/2010, Canadian Coast Guard Notice to Mariners: n/a .

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 4 & 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

NOTE C
LOCK SIGNALS

Vessels desiring lockage in either direction shall give notice to the Lockmaster at not more than three-quarters of a mile nor less than one-quarter of a mile from the lock by two long and two short blasts of a whistle. When the lock is available, a green light, semaphore, or flag will be displayed; when not available, a red light, semaphore, or flag will be displayed. No vessels or rafts shall approach within 300 feet of any lock entrance unless signaled to do so by the lockmaster.

General regulations governing bridges and locks and the handling of tows are given in 207.160, Chapter 2 of the U.S. Coast Pilots 4 and 5.

Public address systems are installed at all four locks as an aid to navigation and a safety feature. Craft approaching any of the locks should approach for passage only upon receiving instructions from the Locktender through the loudspeaker system or by standard light signals.

NOTE D
Depths

Depths charted in the Atlantic Ocean, St. Lucie River and in the Caloosahatchee River are referred to Mean Lower Low Water (MLLW). Depths in the St. Lucie Canal and Lake Okeechobee are referred to a low water elevation which is 12½ feet above mean sea level. Depths in the Caloosahatchee Canal are referred to a low water elevation which is 10 feet above mean sea level.

Overhead Clearances

Overhead clearances, Okeechobee Waterway-St. Lucie Lock to Port Mayaca Lock, are referred to St. Lucie Canal stage of 14.5 feet.

CAUTION

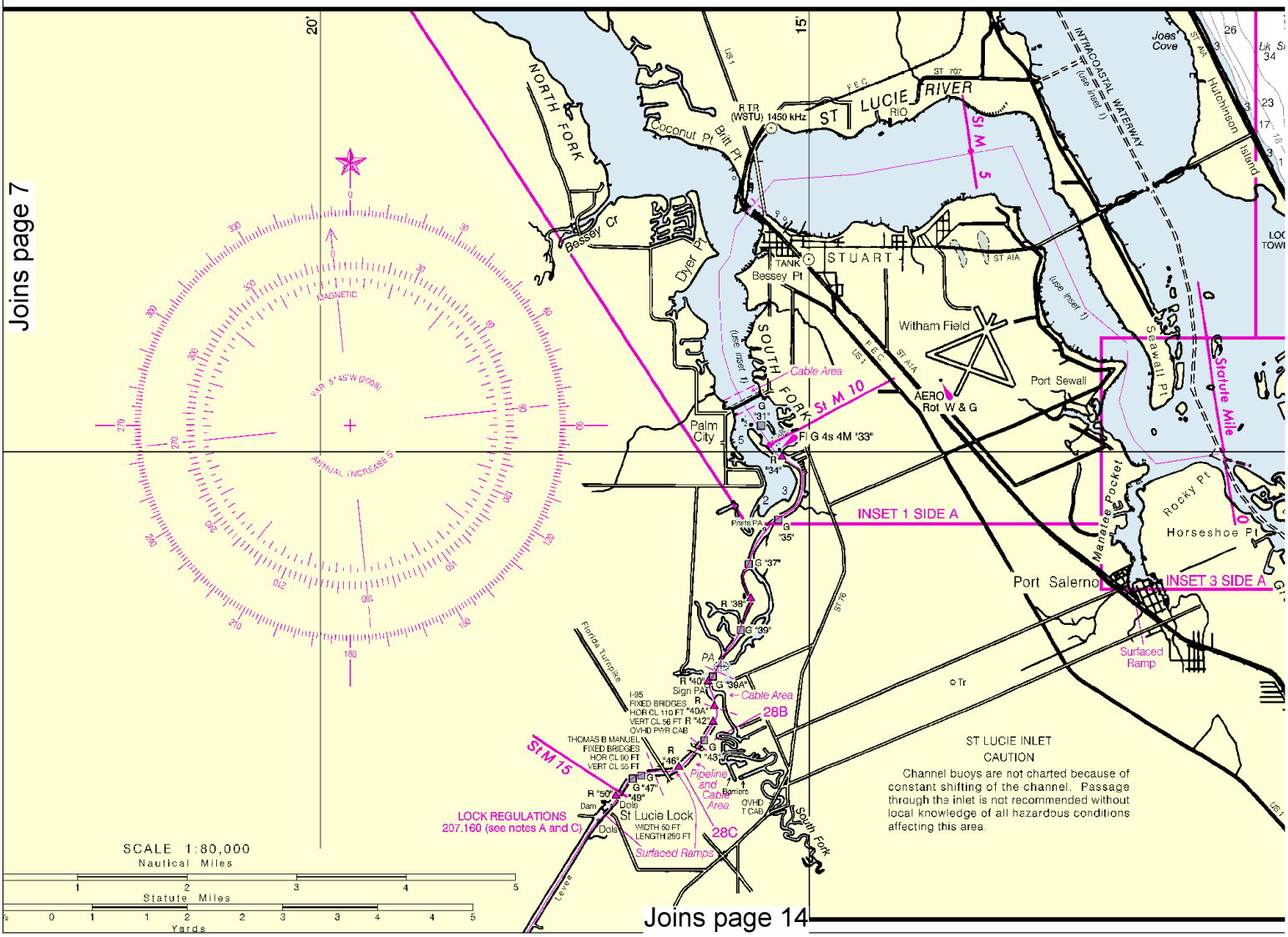
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.



Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

AIDS TO NAVIGATION

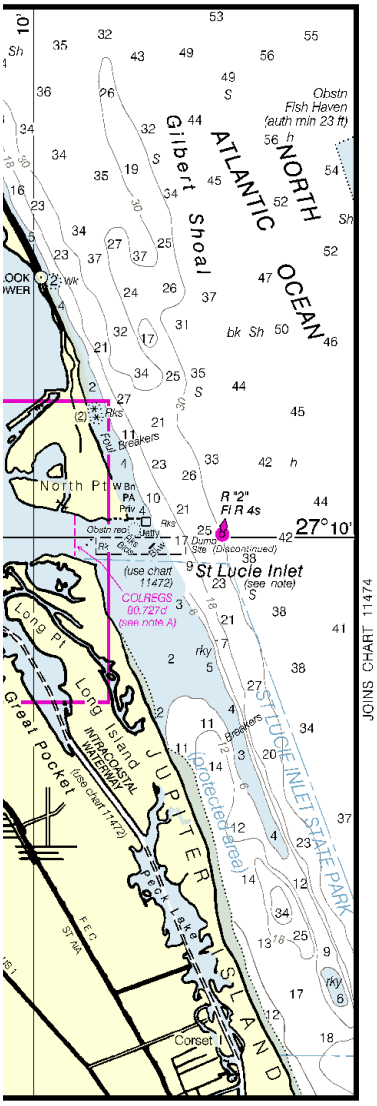
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL CHART 11428

OKEECHOBEE WATERWAY

FLORIDA

ST. LUCIE INLET TO FORT MYERS AND LAKE OKEECHOBEE

Chart 11428 35th Ed., Aug./08 ■
Corrected through NM Aug. 23/08, LNM Aug. 19/08

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

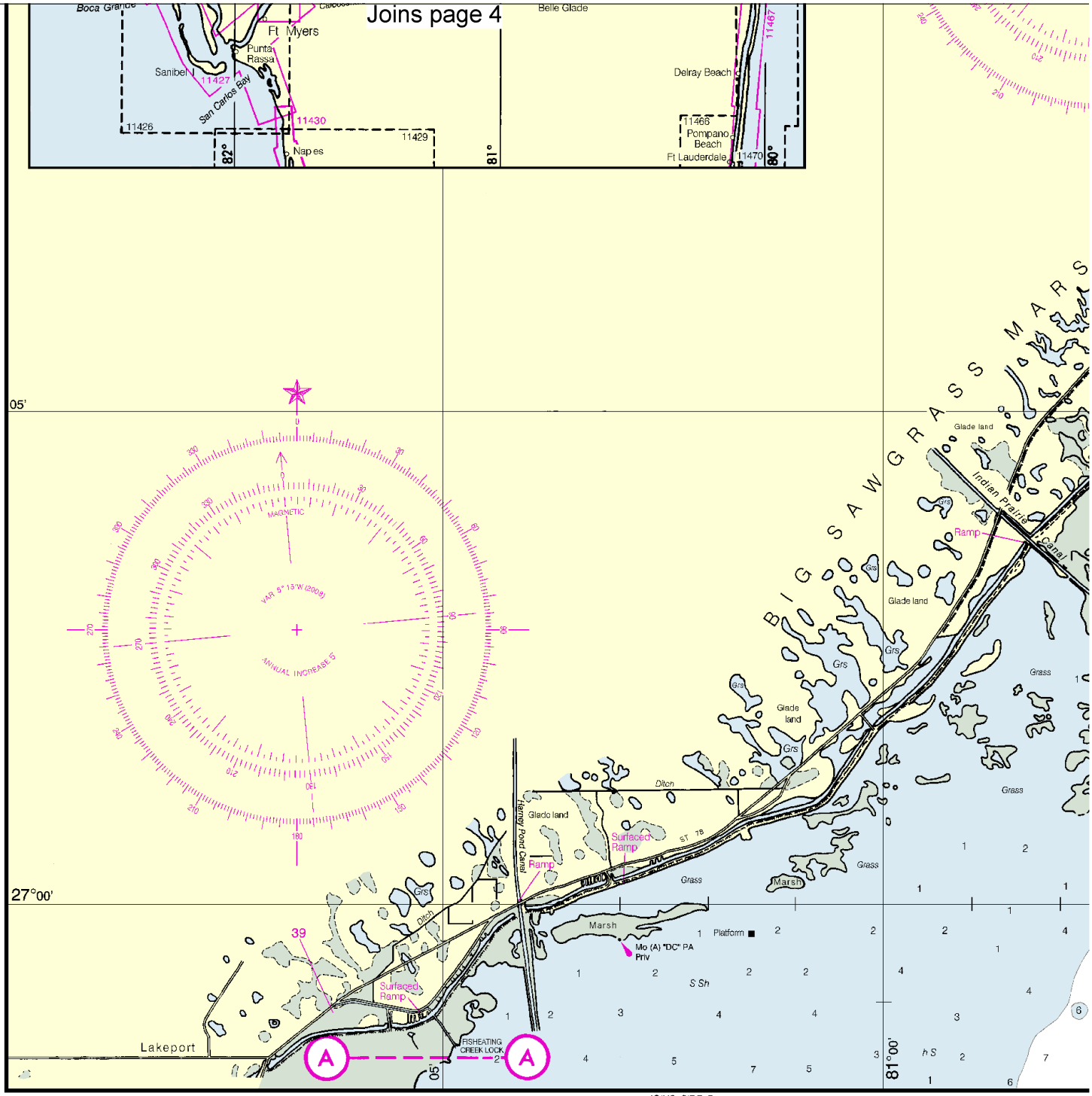
MERCATOR PROJECTION AT SCALE 1:40,000 & 1:80,000
SOUNDINGS IN FEET
FOR PLANES OF REFERENCE see note D
North American Datum of 1983
(World Geodetic System 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

SIDE A

Joins page 15



11428 35th Ed., Aug./08; Corrected through NM Aug. 23/08, LNM Aug. 19/08

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

OKEECHOBEE WATERWAY

Project Depths

8 feet St. Lucie River to Fort Myers via Route 1 and 6 feet via Route 2.

10 feet Fort Myers to Punta Rassa.

12 feet Punta Rassa to Gulf of Mexico.

Lockage service is provided continuously from 6:00 a.m. to 10:00 p.m., EST, daily.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Joins page 16

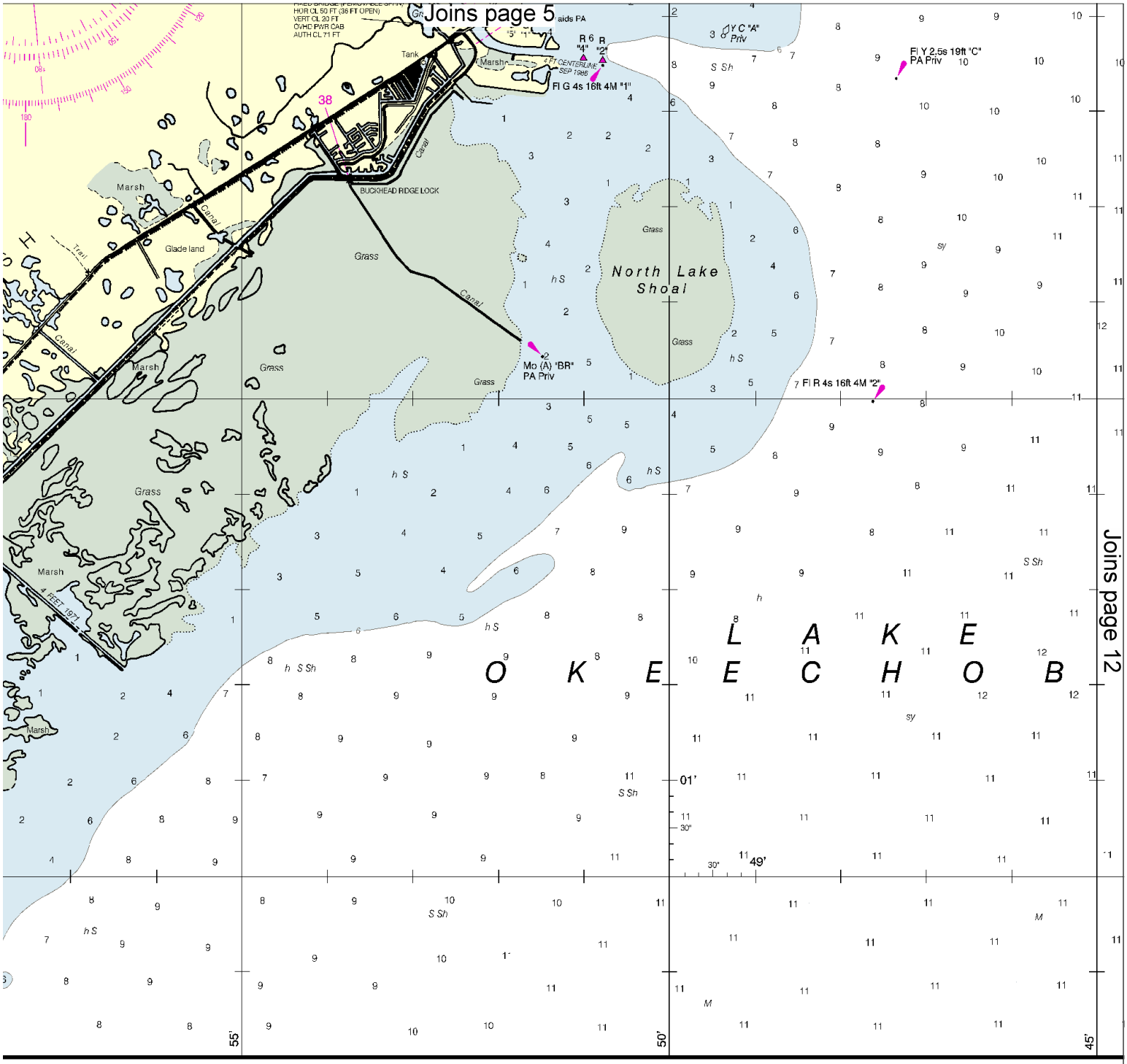
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



NOTE D

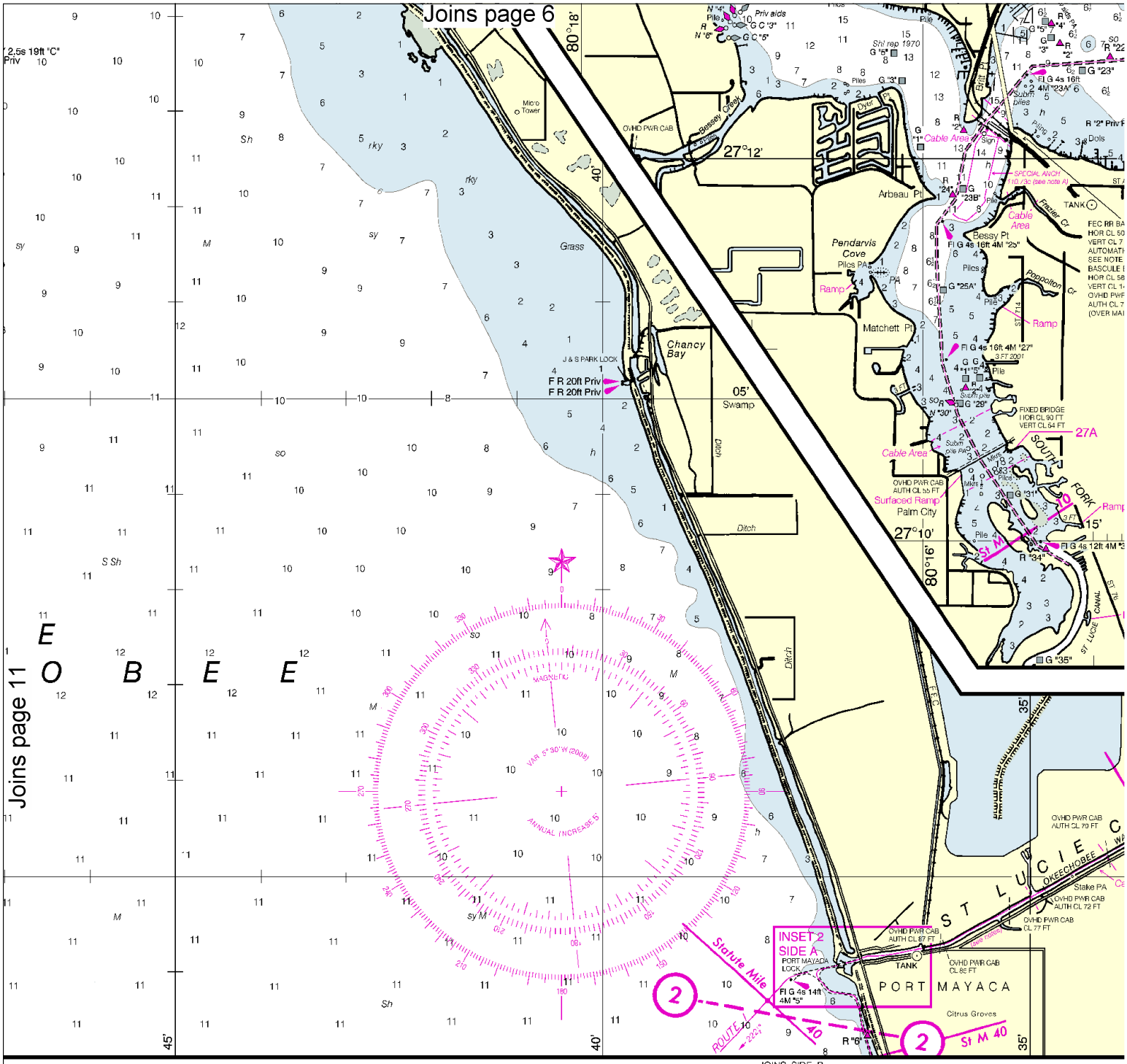
Depths

Depths charted in the Atlantic Ocean, St. Lucie River and in the Caloosahatchee River are referred to Mean Lower Low Water (MLLW). Depths in the St. Lucie Canal and Lake Okeechobee are referred to a low water elevation which is 12½ feet above mean sea level. Depths in the Caloosahatchee Canal are referred to a low water elevation which is 10 feet above mean sea level.

Overhead Clearances

Overhead clearances, Okeechobee Waterway-St. Lucie

Joins page 17



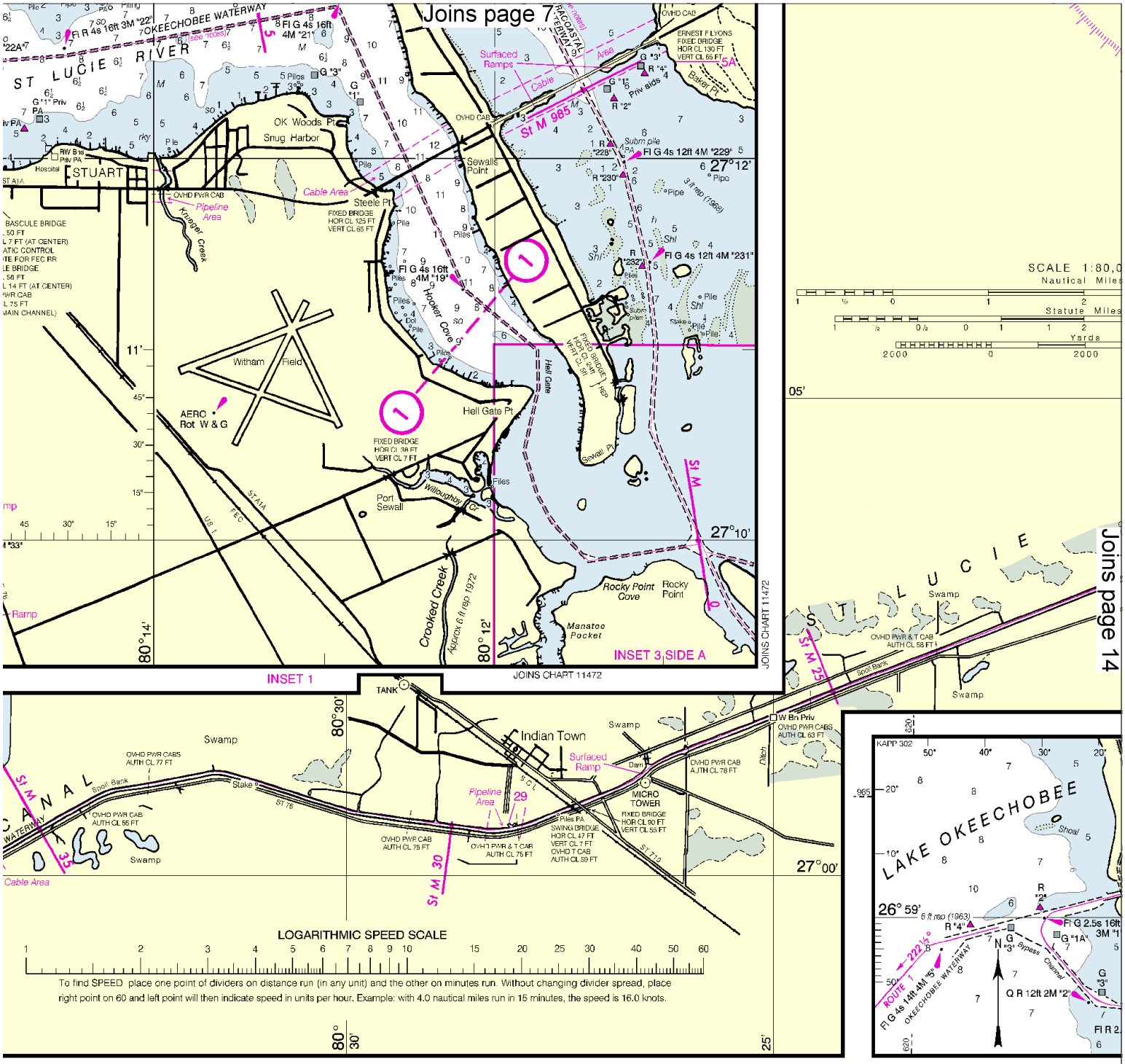
Joins page 18

12

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBERS	OFFICE HOURS
Melbourne, FL	(321) 255-0212	8:00 AM-4:00 PM (Mon-Fri)
Miami, FL	(305) 229-4522	24 Hours Daily
Key West, FL	(305) 295-1316	24 Hours Daily
Tampa Bay, FL	*(813) 645-2506	8:00 AM-4:00 PM (Mon-Fri)

*Recorded

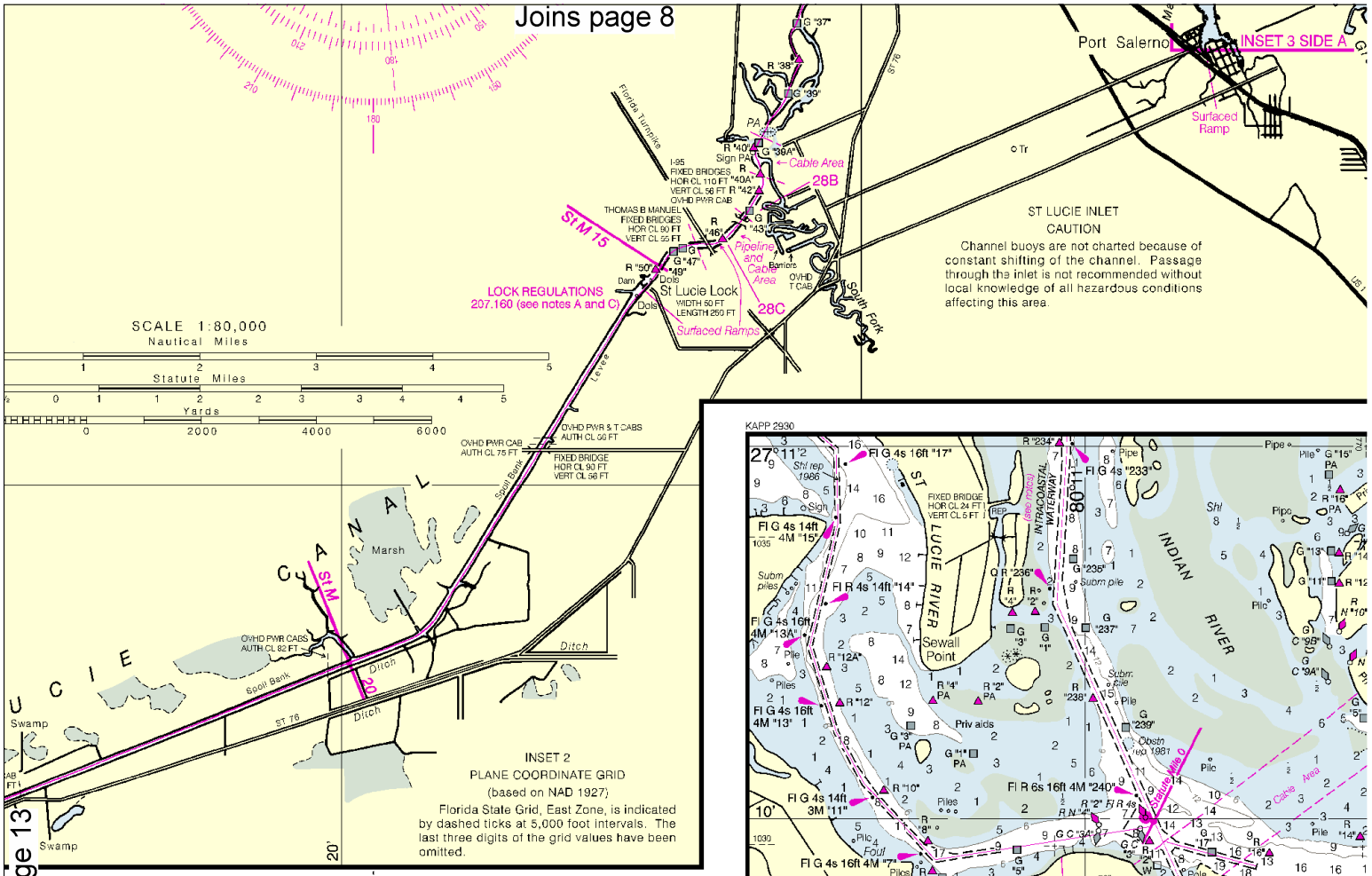
NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ (MHz)	BROADCAST TIMES
Sarasota, FL	WWG-59	162.40	24 hours daily
West Palm Beach, FL	KEC-50	162.475	24 hours daily
Fort Myers, FL	WXK-83	162.475	24 hours daily
Belle Glade, FL	WXM-58	162.40	24 hours daily
Fort Pierce, FL	WWF-69	162.425	24 hours daily
Naples, FL	WWG-92	162.525	24 hours daily

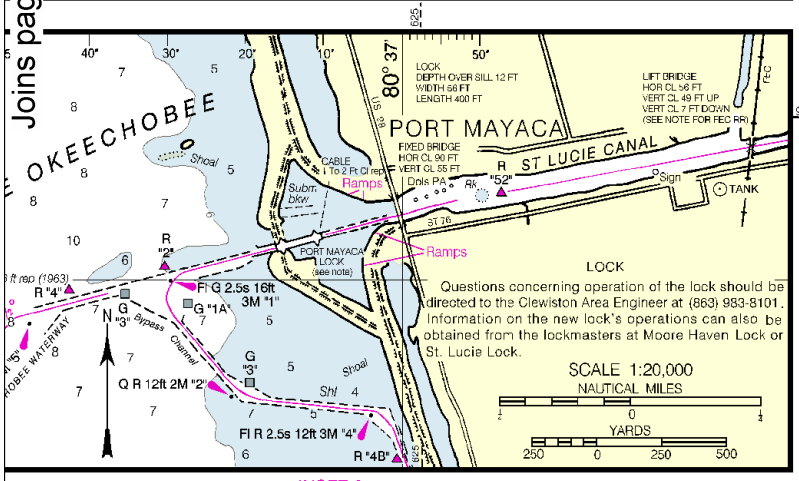
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

Joins page 19

Joins page 8



Joins page 13



INSET 2

INSET 3

DADCAST TIMES

24 hours daily
24 hours daily
24 hours daily
24 hours daily
24 hours daily
24 hours daily

TS AND WARNINGS

TIONS

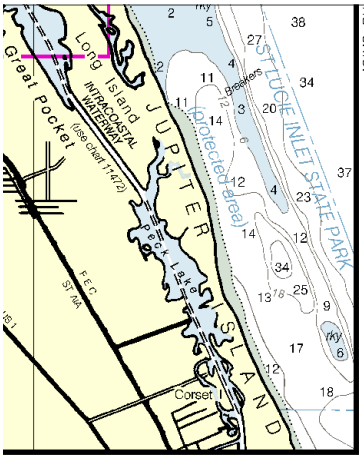
Joins page 20

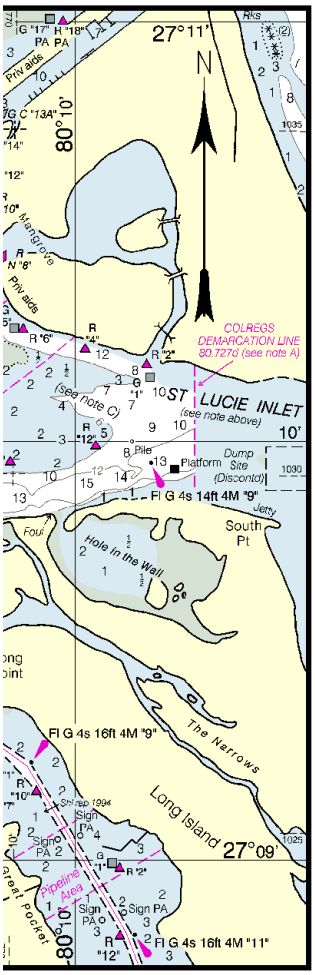
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

Yards

Joins page 9





NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000 & 1:80,000
SOUNDINGS IN FEET
FOR PLANES OF REFERENCE see note D
North American Datum of 1983
(World Geodetic System 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

SIDE A

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

FACILITIES
Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

NSN 7642014010243
NGA REFERENCE NO. 11XHA11428
ED. NO. 35

11428

Joins page 21

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

OKEECHOBEE WATERWAY

Project Depths

8 feet St. Lucie River to Fort Myers via Route 1 and 6 feet via Route 2.

10 feet Fort Myers to Punta Rassa.

12 feet Punta Rassa to Gulf of Mexico.

Lockage service is provided continuously from 6:00 a.m. to 10:00 p.m., EST, daily.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along Waterway are in Statute Miles, based on zero westward from junction with the Atlantic Intracoastal Waterway in St. Lucie Inlet (11428, Side A), and are indicated thus: ——•——

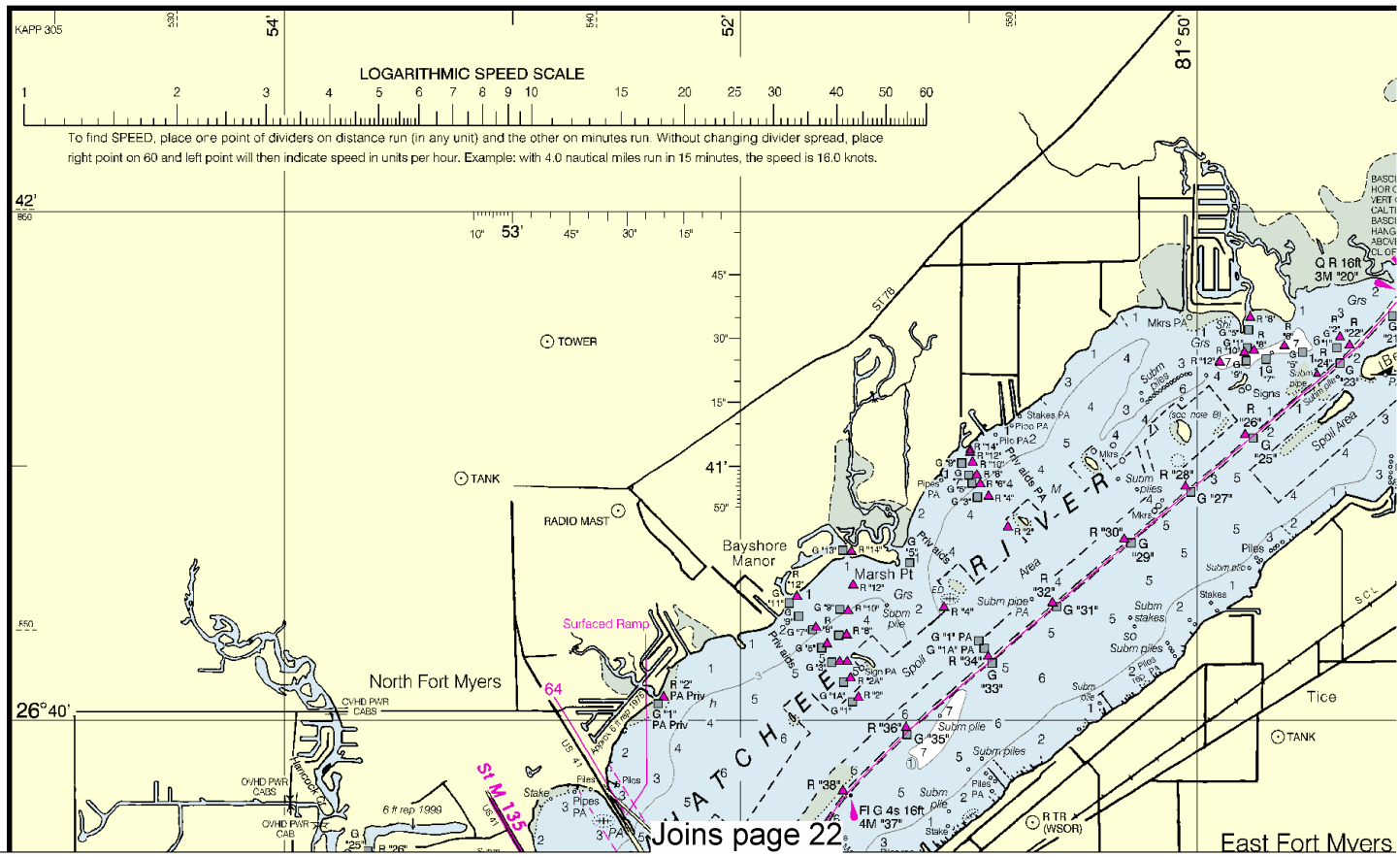
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilots 4 and 5.

Courses are TRUE and must be CORRECTED for any compass deviation and variation.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.



Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

Joins page 11

NOTE D

Depths

Depths charted in the Atlantic Ocean, St. Lucie River and in the Caloosahatchee River are referred to Mean Lower Low Water (MLLW). Depths in the St. Lucie Canal and Lake Okeechobee are referred to a low water elevation which is 12½ feet above mean sea level. Depths in the Caloosahatchee Canal are referred to a low water elevation which is 10 feet above mean sea level.

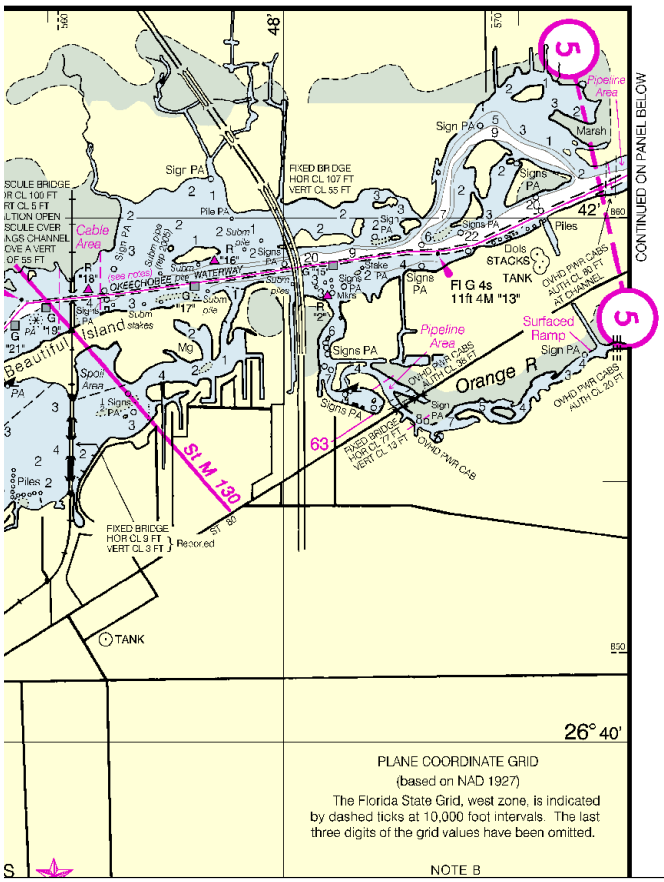
Overhead Clearances

Overhead clearances, Okeechobee Waterway-St. Lucie Lock to Port Mayaca Lock, are referred to St. Lucie Canal stage of 14.5 feet.

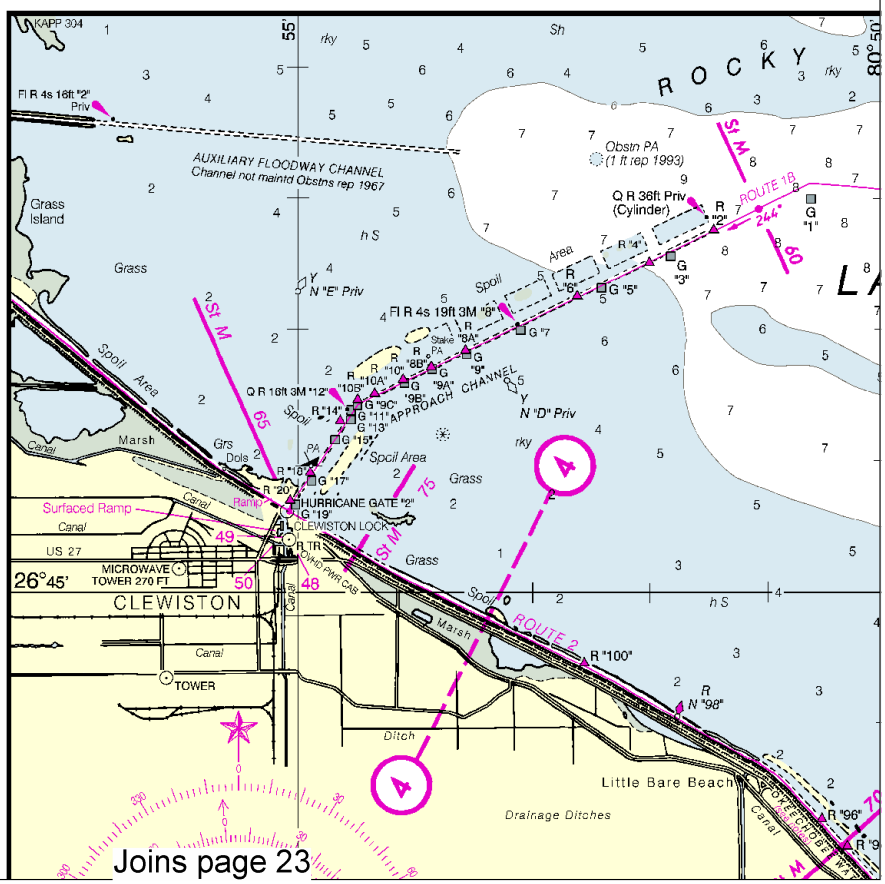
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 4 & 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.



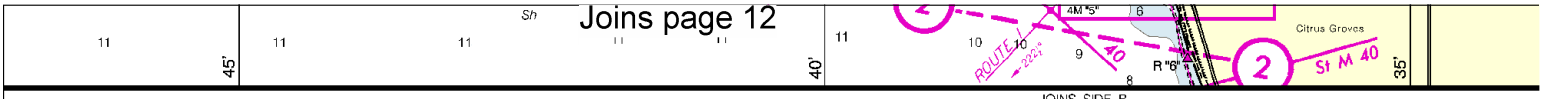
CONTINUED ON PANEL BELOW



Joins page 23

Joins page 18

Joins page 12



JOINS SIDE B

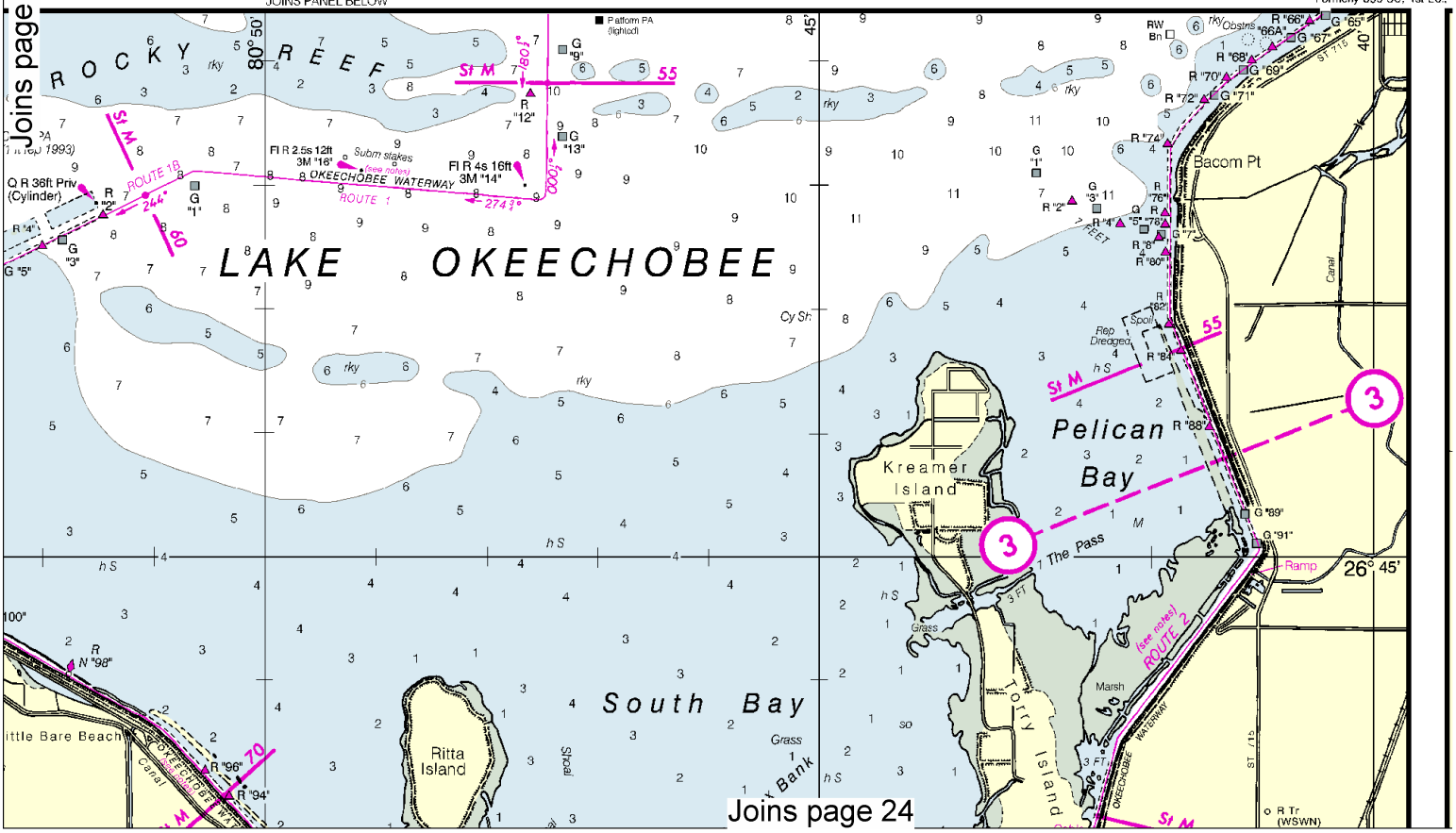
TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via the Internet at http://tidesandcurrents.noaa.gov. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

Joins page 17

JOINS PANEL BELOW

Formerly 855-SC, 1st Ed.,



Joins page 24

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

Joins page 13

right point on 60 and left point will then indicate speed in units per hour. Example: with 4 the speed is 16.0 knots.

80° 30' 25'

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBERS	OFFICE HOURS
Melbourne, FL	(321) 255-0212	8:00 AM-4:00 PM (Mon-Fri)
Miami, FL	(305) 229-4522	24 Hours Daily
Key West, FL	(305) 295-1316	24 Hours Daily
Tampa Bay, FL	*(813) 645-2506	8:00 AM-4:00 PM (Mon-Fri)

*Recorded

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ (MHz)	BROADCAST TIMES
Sarasota, FL	WWG-59	162.40	24 hours daily
West Palm Beach, FL	KEC-50	162.475	24 hours daily
Fort Myers, FL	WXK-83	162.475	24 hours daily
Belle Glade, FL	WXM-58	162.40	24 hours daily
Fort Pierce, FL	WWF-69	162.425	24 hours daily
Naples, FL	WWG-92	162.525	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ	DAILY BROADCAST - EST	SPECIAL WARNING
Miami, FL	NCF	*2670 kHz	10:50 AM & PM	On receipt

* Preceded by announcement on 2182 kHz

Distress calls for small craft are made on 2182 kHz of channel 16 (156.80 MHz) VHF.

OKEECHOBEE WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

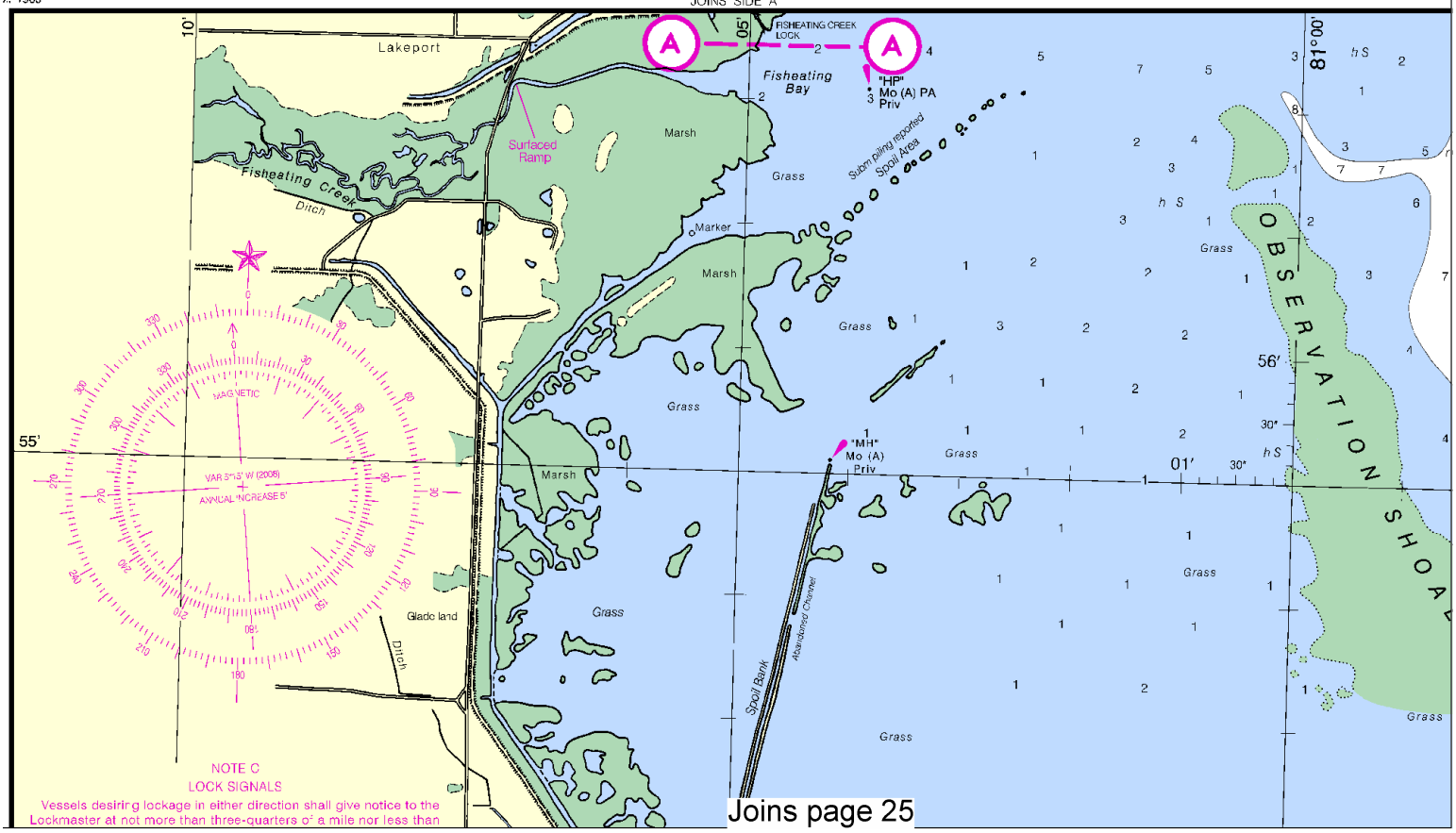
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Okeechobee Waterway westward from St. Lucie Inlet to Fort Myers, FL, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

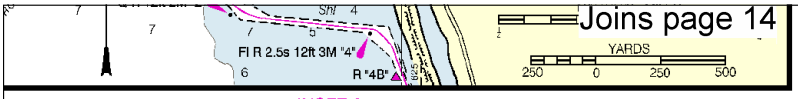
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Okeechobee Waterway.

Joins page 20

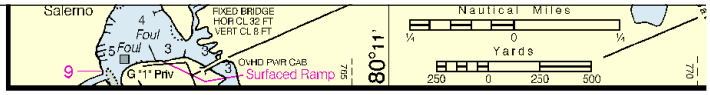
JOINS SIDE A



Joins page 25



INSET 2



INSET 3

DADCAST TIMES

24 hours daily
24 hours daily
24 hours daily
24 hours daily
24 hours daily
24 hours daily

TS AND WARNINGS

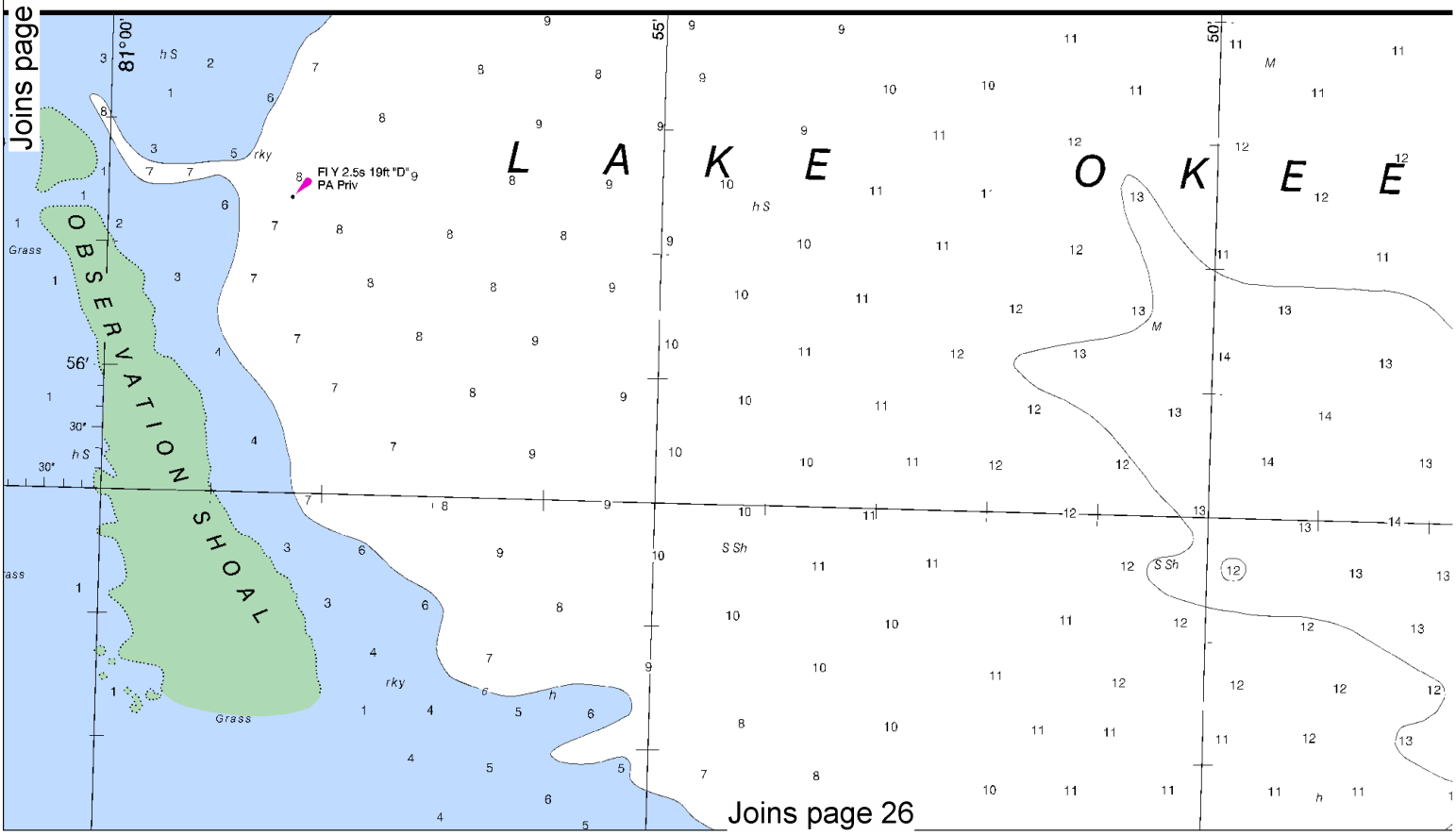
TIONS

ADCAST - EST SPECIAL WARNING

AM & PM On receipt

Hz) VHF.

Joins page 19



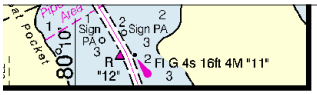
Joins page 26

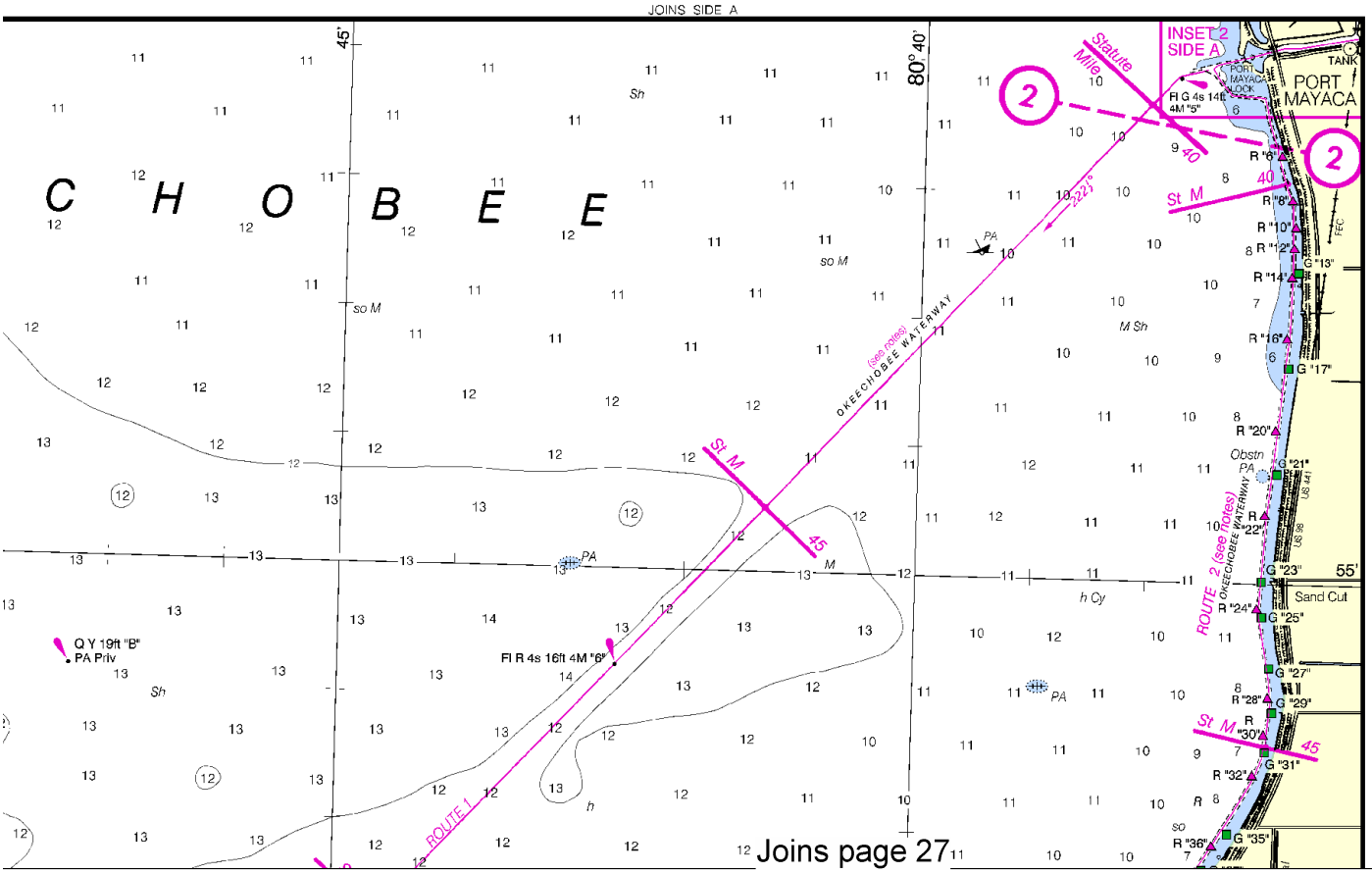
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

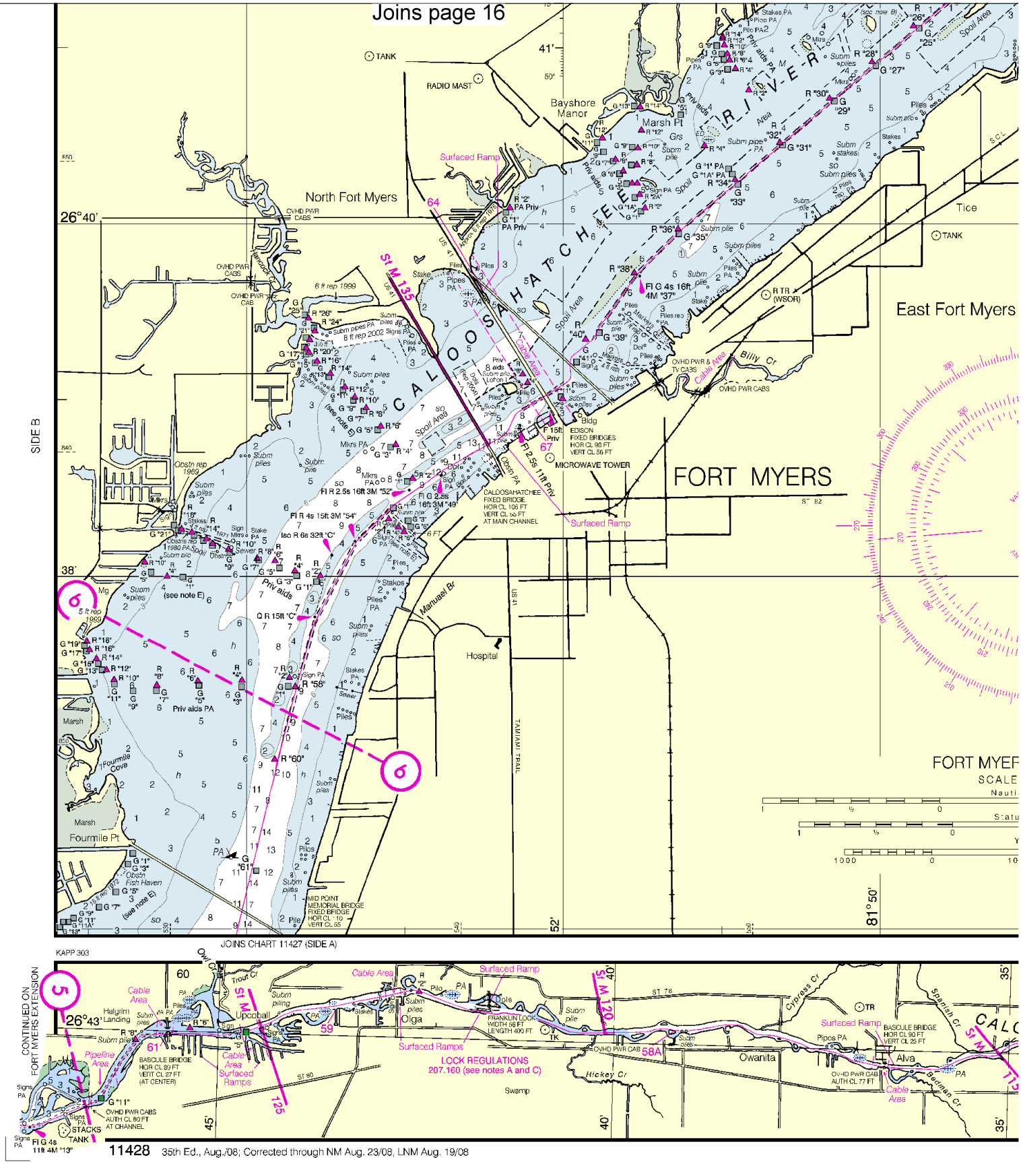
Yards
1000 0 2000 4000 6000 8000 10000

Joins page 15





Joins page 27



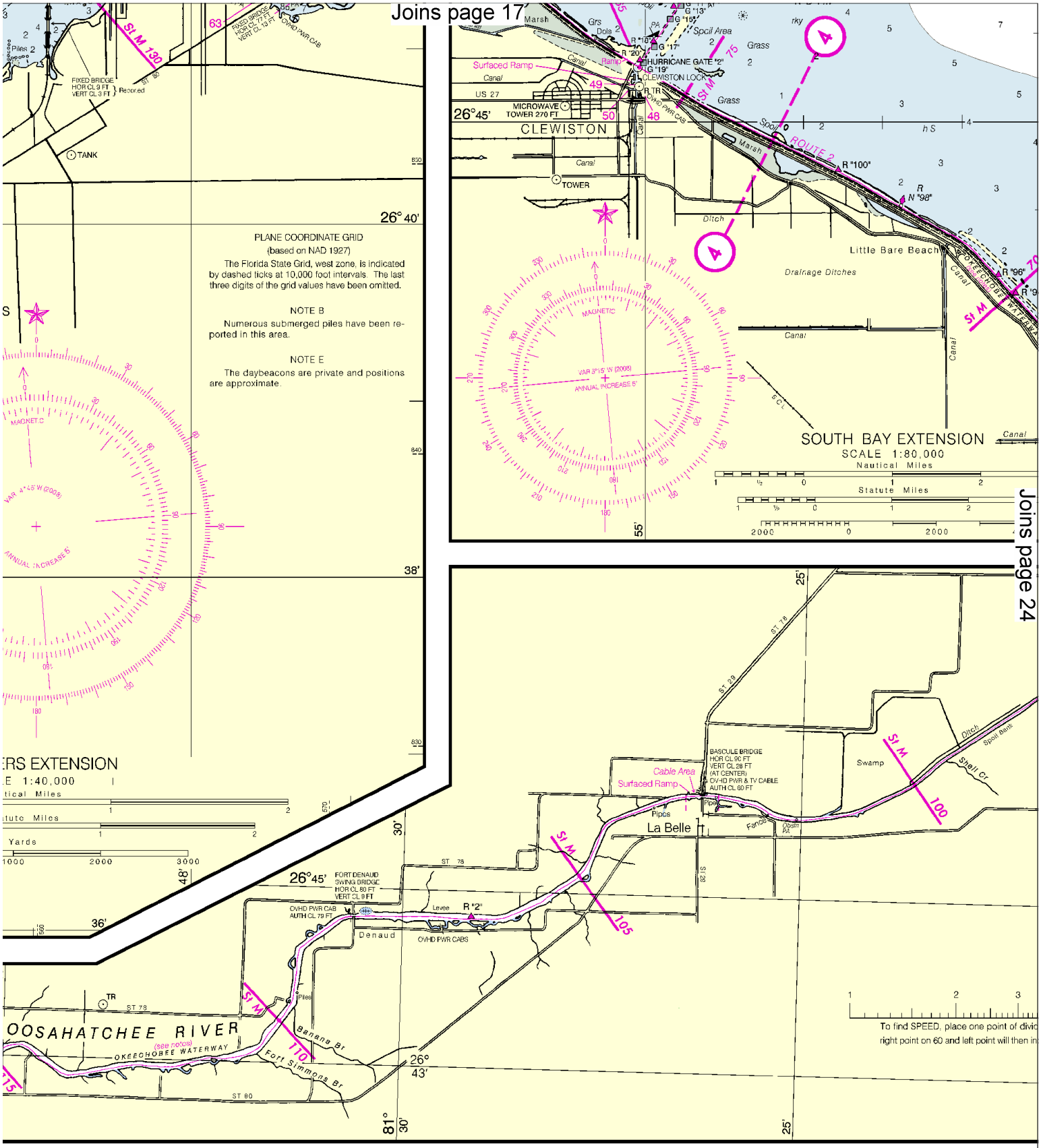
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

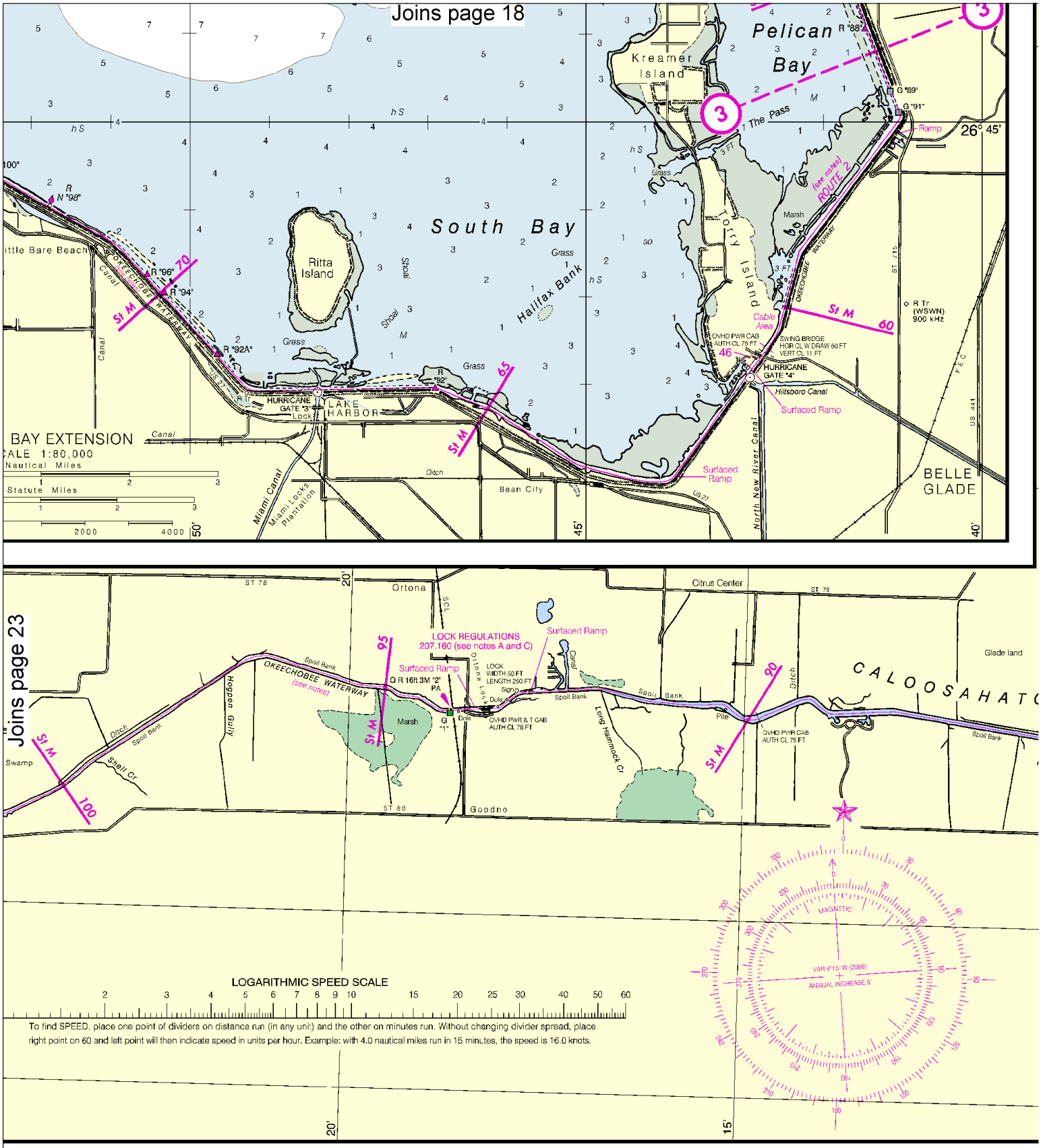
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

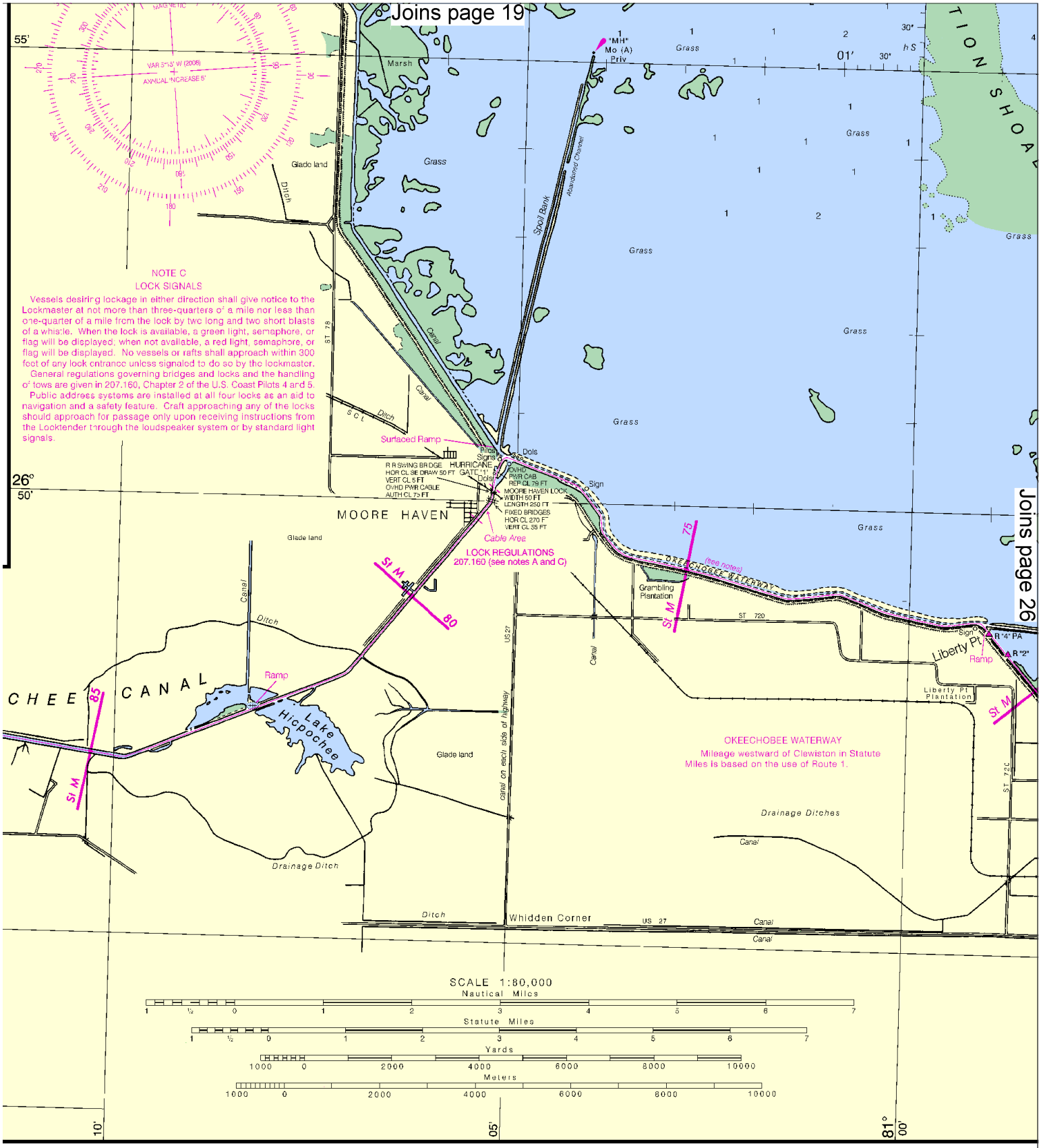

Joins page 17
CLEWISTON
SOUTH BAY EXTENSION
SCALE 1:80,000
Nautical Miles
Statute Miles
PLANE COORDINATE GRID
(based on NAD 1927)
The Florida State Grid, west zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits of the grid values have been omitted.
NOTE B
Numerous submerged piles have been reported in this area.
NOTE E
The daybeacons are private and positions are approximate.
Joins page 24
La Belle
OKEECHOBEE WATERWAY
Fort Simmons Br
Banana Br
Denaud
Little Bare Beach
Drainage Ditches
Swamp
Shell Cr
Cable Area
Surfaced Ramp
HURRICANE GATE "2"
CLEWISTON LOCK
MICROWAVE TOWER 270 FT
FORT DENAUD SWING BRIDGE
BASCULE BRIDGE
To find SPEED, place one point of divi
right point on 60 and left point will then in



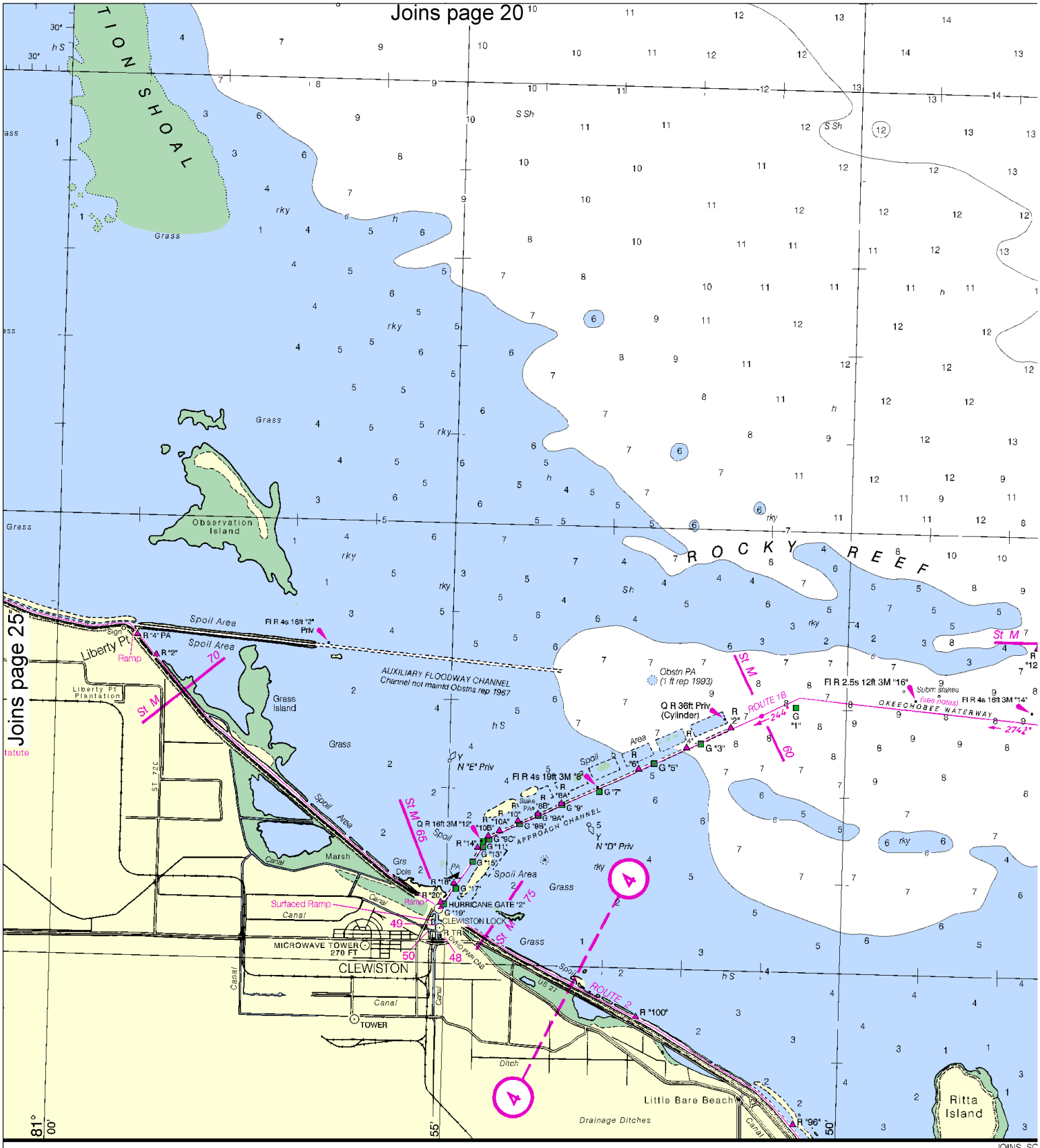
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

Yards


Joins page 19
Joins page 26
NOTE C
LOCK SIGNALS
Vessels desiring lockage in either direction shall give notice to the Lockmaster at not more than three-quarters of a mile nor less than one-quarter of a mile from the lock by two long and two short blasts of a whistle. When the lock is available, a green light, semaphore, or flag will be displayed; when not available, a red light, semaphore, or flag will be displayed. No vessels or rafts shall approach within 300 feet of any lock entrance unless signaled to do so by the lockmaster.
General regulations governing bridges and locks and the handling of tows are given in 207.160, Chapter 2 of the U.S. Coast Pilots 4 and 5.
Public address systems are installed at all four locks as an aid to navigation and a safety feature. Craft approaching any of the locks should approach for passage only upon receiving instructions from the Locktender through the loudspeaker system or by standard light signals.
MOORE HAVEN
LOCK REGULATIONS
207.160 (see notes A and C)
Surfaced Ramp
Cable Area
Ramp
Lake Hicpochee
OKEECHOBEE WATERWAY
Mileage westward of Clewiston in Statute Miles is based on the use of Route 1.
Whidden Corner
Grambling Plantation
Liberty Pt
Liberty Pt Plantation
Glade land
Marsh
Grass
Ditch
Canal
Spoil Bank
Abandoned Channel
Drainage Ditch
Drainage Ditches
US 27
ST 78
ST 720
ST 720C
SCALE 1:80,000
Nautical Miles
Statute Miles
Yards
Meters
55'
26° 50'
10'
05'
81° 00'

Joins page 20



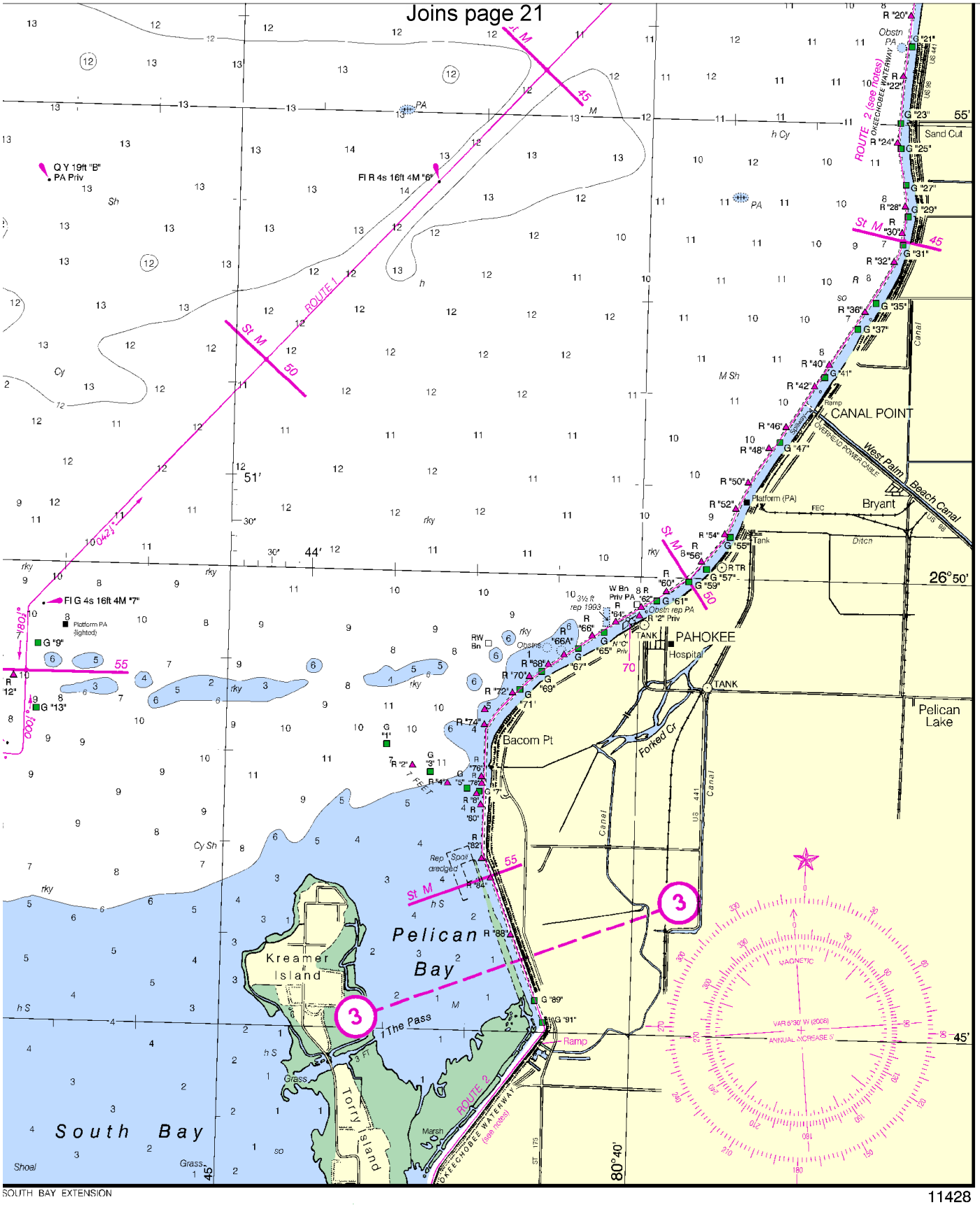
Joins page 25

JOINS SC

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000


Joins page 21
SIDE B
CANAL POINT
PAHOKEE
Hospital
Bryant
Platform (PA)
Sand Cut
West Palm Beach Canal
Pelican Lake
Bacom Pt
Forked Cr
Kreamer Island
Pelican Bay
The Pass
South Bay
Torry Island
Grass
Marsh
Shoal
Ramp
ROUTE 1
ROUTE 2 (see notes)
OKEECHOBEE WATERWAY
Canal
Ditch
TANK
Tank
Obstn
Obstns
Platform PA (lighted)
Fl G 4s 16ft 4M "7"
Fl R 4s 16ft 4M "6"
Q Y 19ft "B"
PA Priv
St M 45
St M 50
St M 55
St M 70
26°50'
80°40'
45'
55'
51'
44'
30'
MAGNETIC
VAR 6°30' W (2008)
ANNUAL INCREASE 3'
SOUTH BAY EXTENSION
11428

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Fort Myers Beach – 239-463-5754
Fort Myers Police – 239-334-4155
Coast Guard Fort Pierce – 772-464-6100
Martin County Sheriff's Office – 772-220-7170
FL Fish and Wildlife Conservation Comm – 888-404-3922
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.